

## **APPENDIX V**

### **FOREIGN MILITARY SALES**

#### **A. GENERAL**

The provisions of this appendix apply to Foreign Military Sales (FMS) shipments moving under a GBL or a collect commercial bill of lading (CBL). DOD 5105.38-M, Department of Defense Security Assistance Management Manual, and MILSTAMP Volume I contain additional information pertaining to the movement of FMS shipments. Also, see Chapter 205 for information on shipments of SECRET, CONFIDENTIAL, and sensitive material.

#### **B. RESPONSIBILITIES**

1. Commander, MTMC, will:
  - a. Determine proper freight classification, rates, charges, rules, and regulations on FMS traffic.
  - b. Negotiate with all commercial for-hire carriers to establish or modify rates, classification descriptions and ratings, charges, rules regulations, or accessorial freight services on FMS traffic.
  - c. Ensure that rates and charges involving accessorial freight services incidental to a line-haul transportation movement under MTMC routing control are solicited as follows:
    - (1) Rates and charges for performance of transportation alone.
    - (2) Rates and charges for performance of transportation plus accessorial freight services.
  - d. Advise appropriate DOD and FMS components of the results of negotiation actions taken.
  - e. Recommend litigation in transportation and traffic management areas to protect and promote the interests of the DOD FMS program.
2. TOs and contracting officers will furnish the Commander, MTMC, with all information in connection with negotiations with commercial carriers as far in advance as possible. Ideally, Volume Movement Request (VMRs) for FMS-planned volume movements will be submitted at least 60 days in advance of a movement, but not less than 30 days prior to the date of the movement. If a movement develops within a shorter time frame, the information must be furnished as soon as possible.

3. Commanding officers, purchasing and contracting officers, inventory managers, TOs at contract administration offices, and other DOD officials having advance information concerning procurement or other actions involving FMS-planned volume movements will furnish such information to the TO or traffic analyst serving the purchasing activity (Federal Acquisition Regulation, sub-part 42-1402). The TO or traffic analyst, in turn, will furnish the required information to the Commander, MTMC, in accordance with transmittal instructions as far in advance as possible.

### **C. PLANNED VOLUME MOVEMENT**

1. As used in this chapter, a planned volume movement is any movement of FMS freight where the total quantity amounts to or exceeds 25 carloads (CLs), or 25 truckloads (TLs), or weighs 500,000 pounds or more.

2. Shippers should consolidate traffic with origin or destination points within the same geographical area whenever possible. Consolidation increases the potential for volume rate negotiations benefits.

### **D. RATE NEGOTIATIONS**

1. Except as noted, TO will forward information shown below to the Commander, MTMC, with an information copy to the servicing MTMC area command. Copies of Export Traffic Release Requests (ETRRs) may be furnished instead of VMRs, provided the copies submitted to Commander, MTMC, and the servicing MTMC area command are in plain language and identified as a VMR. It is mandatory that VMRs include the information required in paragraph D3 below. Information will be submitted when:

a. A planned volume movement is scheduled to move from one origin point to one destination point for which the transportation charges are either paid by a foreign government or the U.S. Government.

b. It is estimated that shipments from one origin point to a single destination will amount to or exceed 25 carloads, or 25 truckloads, or 500,000 pounds within one year.

c. Repetitive shipments originate at or are destined to a point with rail disability or inadequate motor service.

d. The transportation needs of the activity would be better met with trailer-on-flatcar service, container-on-flatcar service, or container service.

e. A movement not reportable as listed above, which involves carrier services or unusual characteristics or circumstances which indicate a need for or possibility for freight rate negotiations.

2. An exception to the policy stated in paragraph 1 above is for repetitive movements involving the same commodity and identical origin and destination points which have been previously reported need not be reported again during that same calendar year, or until at least six months have elapsed from the time of the initial report, whichever is later.

3. The following information will be reported for paragraph 1 above to Commander, MTMC (RCS MTMC-88):

- a. Requesting activity identification number.
- b. Complete description of commodity, including National Stock Number (if assigned), use of article, material from which made, value (if known), and type of inner package. General categories (such as Quartermaster Supplies," "TOE equipment," "organizational equipment," "Air Force equipment," or "yards and docks equipment") and general stock-list class numbers will not be used, except for shipments that include wide mixtures. For wide-mixture shipments, complete description of at least three of the predominant items will be furnished.
- c. Governing freight classification and item number, or MTMC-authorized classification item number (Freight Classification Guide System (FCGS)).
- d. Packaging of commodity (box, crate, bundle, loose, set up or knocked down, containerized, or palletized unit loads).
- e. FOB contract terms (when applicable).
- f. Origin point (if a commercial facility, identify railroad(s)) serving the location or the water port nearest the location.
- g. Destination point (port of embarkation). Identify the railroads serving the location or the water port nearest the location.
- h. Purchasing government.
- i. International freight forwarder.
- j. Estimated total weight of shipment.
- k. Estimated number of car loads, truck loads, or barge loads. (The estimated number of car loads, truck loads, or barge loads should be computed on the weight that can be loaded in or on a single transportation conveyance when loaded to full visible capacity or load limit).
- l. Date movement is expected to start.
- m. Date movement is expected to end.

- n. Total origin disability costs for each mode.
- o. Total destination disability costs for each mode.
- p. Accessorial services required.
- q. Data applicable to light and/or bulky shipments and containerized cargo:
  - (1) Number of units loaded per (size) (type) rail car.
  - (2) Number of units loaded per (size) (type) truck.
  - (3) Number of units loaded per (size) (type) container.
  - (4) Number of units loaded per (size) (type) barge.
  - (5) Cube and physical measurement of each commodity unit.

r. For classified shipments, indicate security classification (for example, SECRET or CONFIDENTIAL). For sensitive shipments indicate sensitive category (namely, Category I, II, III or IV). Also, specify the type of transportation protective service required (e.g., DOD Constant Surveillance Service, or Satellite Motor Surveillance Service).

4. Newly procured vehicles are exempt from VMR requirements when reported under the provisions of AR 55-27, Vehicle Movement Schedule for Shipment Forecast.

#### **E. ACCESSORIAL SERVICES**

1. When accessorial services, other than those authorized in tariffs, are required because of the volume or nature of the traffic, a request for negotiations should be submitted to Commander, MTMC. Accessorial services include pickup and delivery, reciprocal switching, terminal services and facilities or extensions thereof, and dismantling and/or reassemble. Adjustments in rates and charges for services already established and questions of policy in connection with these services will also be referred to Commander, MTMC.

- a. TOs will transmit information to HQ MTMC in one of the following formats:

- (1) Letter. Address: Commander, MTMC, Attn: MTOP-TN, 5611 Columbia Pike, Falls Church VA 22041-5050.

- (2) Message. Address: CDR MTMC FALLS CHURCH VA//MTOP-TN//

- (3) Telephone/Telegraph. When condition "MINIMIZE" is imposed, information will be transmitted via commercial telephone or telegraph. Classified information will be transmitted under proper security classification and applicable security regulations.

(4) Facsimile. Telephone: DSN 761-8388 or Com'l (703) 681-8388; Attn: MTOP-TN, Falls Church VA.

b. Commander, MTMC, will not normally acknowledge receipt of, or furnish any replies to, correspondence received under the provisions of this paragraph. However, a copy of HQ MTMC correspondence advising the serving MTMC area command of negotiation actions taken will be forwarded to the activity that furnished the planned volume movement information.

## **F. TRANSPORTATION PROCEDURES**

1. Transportation of FMS shipments is divided into distinct categories (non-TWCF and TWCF). Each purchasing government or organization is responsible for the transportation of non-TWCF item FMS shipments, unless the international freight forwarder or country representative requests DOD transportation assistance on the U.S. Department of Defense Letter of Offer and Acceptance requires the use of DTS (See paragraph F.2.c., below). Determination of TWCF item status may be determined from the contract under which the material is being moved on from the DOD item manager. DOD personnel will arrange for the movement of TWCF item FMS material to the first port of exit or freight forwarder. The MILSTAMP documentation instructions will apply for all movement of FMS material. If DOD is required to move the freight beyond the port of embarkation, see MILSTAMP for documentation instructions.

2. A GBL will be used for the movement of TWCF item shipments. Non-TWCF item FMS shipments will normally be made using a collect CBL. A GBL is required for the following:

a. Shipments of arms, ammunition, explosives, and certain other hazardous material within CONUS. Onward movement may be effected by purchaser-controlled aircraft or surface vessels.

b. Classified shipments, except when shipped to an international freight forwarder cleared to receive classified material.

c. May be authorized on an exception basis when U.S. Government-arranged transportation is specified in U.S. Department of Defense Letters of Offer and Acceptance and approved by the cognizant DOD Component.

d. Shipments of sensitive cargo to DOD APOE/WPOE.

3. When a GBL is used for FMS shipments, DOD is responsible for obtaining proof of delivery at destination. Processing claims against carriers is discussed in DOD 5105.38-M, Department of Defense Security Assistance Manual, paragraph 80206.

4. When a CBL is issued, DOD will retain evidence of shipment. Movement document or receipt signed by a carrier representative which shows that the U.S. has shipped or released

material to a carrier for shipment to the country's representative, constitutes evidence of shipment.

## **G. EXPORT ROUTING**

The export routing procedures outlined in Chapter 203 apply to FMS shipments when ocean transportation is to be furnished by the DOD, or when the DOD is responsible for loading and stowing cargo aboard a vessel. This applies whether the use of DOD-furnished transportation or services is dictated by the terms of the sale or the nature of the commodity. This includes classified material (when the purchasing government's freight forwarder or agent is not cleared to handle classified material), sensitive, controlled, or certain hazardous material. The shipping activity will notify the appropriate materiel management activity or shipper service International Logistics Control Office when FMS shipments are routed in accordance with DOD export routing procedures.

## **H. USE OF DOD-CONTROLLED PORTS, FOREIGN MILITARY SALES (FMS)**

1. FMS shipments of sensitive materiel (CAT I, II, III, and IV), sensitive ammunition, explosives, and other hazardous material moving under a GBL will be shipped through a CONUS water or aerial port controlled by the DoD. Items determined to be non-sensitive, such as DOT Hazard Division 1.3 or 1.4 items (low grade explosives such as CAD/PAD), may be transported to or through CONUS commercial gateways providing DOT Competent Authority Approval has been obtained and is accompanying the shipment. FMS Shipments of Hazard Division 1.3 and 1.4 ammunition and explosives may be transported to or through commercial gateways providing:

The material is not security classified (see note).

The shipment is properly certified for commercial shipment in accordance with 49 CFR/IMDG/ICAO/IATA requirements, as appropriate.

A commercial carrier will accept the shipment. The foreign representative obtains approval from the gateway authority to handle Hazard Division 1.3 and 1.4 materials at the gateway.

NOTE: Classified materials may be sent to and through commercial gateways if the foreign representative has proper clearances for handling and approved facilities to protect or secure the materials. Classified materials will be transferred in accordance with the approved transportation plan. A commercial gateway is either a CONUS commercial airport or seaport used by a foreign representative or a CONUS authorized commercial freight forwarder under contract to an FMS customer. Before a shipment of Hazard Division 1.3 or 1.4 materials can be made to a foreign representative, the shipper must have dispatched a Notice of Availability (NOA) to the FMS customer and received a response to the NOA directing the shipment to the foreign representative's location.

2. FMS Shipments of Hazard Division 1.4 ammunition and explosives may be transported to or through commercial gateways providing:

- a. The material is not security classified (See Note).
- b. The shipment is properly certified for commercial shipment in accordance with 49 CFR/IMDG/ICAO/IATA requirements, as appropriate.
- c. A commercial carrier will accept the shipment.
- d. The foreign representative obtains approval from the gateway authority to handle Hazard Division 1.4 materials at the gateway.

NOTE: Classified materials may be sent to and through commercial gateways if the foreign representative has proper clearances for handling, and approved facilities to protect or secure, the materials. Classified materials will be transferred in accordance with the approved transportation plan. A commercial gateway is either a CONUS commercial airport or seaport used by a foreign representative or a CONUS authorized commercial freight forwarder under contract to an FMS customer. Before a shipment of Hazard Division 1.4 materials can be made to a foreign representative, the shipper must have dispatched a Notice of Availability (NOA) to the FMS customer and received a response to the NOA directing the shipment to the foreign representative's location.

## **I. CLASSIFIED SHIPMENTS**

1. Shipments of SECRET or CONFIDENTIAL Foreign Military Sales (FMS) material are usually made within the Defense Transportation System (DTS). The exception to this is when a foreign country's freight forwarder or agent has been granted clearance by the Defense Investigative Service (DIS) to receive classified material on U.S. Government commercial bills of lading. A cleared freight forwarder can be determined by consulting DOD 4000.25-8M, Military Assistance Program Address Directory (MAPAD).

2. When shipping to a cleared freight forwarder, the shipping activity must comply with the following procedures:

- a. Send the DD Form 1348-5, Notice of Availability, or DOD-approved substitute document to the country representative shown on the first page of that country's section in MAPAD.

- b. Do not ship the FMS material until the country representative's NOA response contains the following:

- (1) A cleared "ship-to" location published in MAPAD along with the appropriate Type of Address Code (TAC), A, B, C, or D from the MAPAD list, to indicate freight forwarder, agent, or embassy address.

- (2) Name of the person designated by the FMS country representative to receive the FMS material at the destination point.

3. If a NOA response specifies a location other than those referred to in paragraph b.2. above, or if the response does not specify the name of the person designated to receive the shipments, the shipment will not be released until the information is provided.

4. If assistance is needed to obtain the required receiving information, contact the appropriate International Logistics Control Office of the Service which sponsored the shipment. Points of contact are USASAC, Defense Distribution Region East-New Cumberland Site, New Cumberland PA; NAVILCO, Philadelphia PA; and HQ, AFMC/LGTT, Wright Patterson AFB OH.

5. If the NOA response specifies a carrier to be used for a shipment, the shipper should try to comply with the request as long as the carrier can provide the necessary transportation protective service and such compliance would not otherwise be in conflict with U.S. rules and regulations.

#### **J. COMMINGLING**

FMS material will not be commingled on the same GBL with DOD material.

#### **K. COLLECT COMMERCIAL BILL OF LADING (CBL) NO RECOURSE CLAUSE**

If a CBL is used, the TO or if a contractor, the designated representative, will sign the "no recourse" clause that appears on the face of the collect CBL. This clause states "Subject to Section 7 of the contract terms and conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement: *The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.*" *If the TO or contractor's designated representative does not sign this statement, the U.S. Government can be held liable for freight charges when the carrier cannot collect from a consignee.*



## **APPENDIX W**

### **AIRLIFT AND SEALIFT FORECASTING**

#### **PART I - FORECASTING FOR SEALIFT REQUIREMENTS**

##### **A. PURPOSE**

This part establishes procedures for submission of peacetime sealift transportation movement requirements. It assigns responsibilities and prescribes procedures for determining and submitting dry cargo requirements for ocean transportation, and for preparing and distributing necessary reports.

##### **B. SCOPE**

All ocean cargo authorized for movement in the DTS during peacetime and eligible to use common-user arranged lift, including privately-owned vehicles and Code 4 household goods, is subject to the provisions of this regulation and will be reported to MTMC. Wartime and contingency requirements are excluded and will be handled in accordance with JCS Pub 4-04, Mobility System Policies, Procedures, and Considerations.

##### **C. RESPONSIBILITIES**

1. Each Military Service, DLA, and certain other designated DOD Agencies, e.g., Defense Nuclear Agency, Defense Intelligence Agency, are responsible for the determination, collection, and submission of transportation movement requirements for common-user sealift procured by the MSC. MTMC is authorized to grant relief to individual DOD Agencies when their requirements are insignificant.

2. MTMC is the single point of contact with the military services and DOD Agencies for obtaining, validating, and combining common-user sealift requirements, and coordinating these requirements with MSC.

3. Upon receipt of consolidated sealift transportation movement requirements from MTMC, MSC will procure the requested common-user sealift transportation in accordance with the policies and procedures prescribed by DOD Directive 4500.9.

4. As a minimum, the forecasts should support the Service's manpower (troop level) projection and program objectives at the time of submission.

##### **D. SUBMISSION OF REQUIREMENTS**

1. Sealift transportation movement requirements will be prepared and submitted to MTMC in accordance with the schedules as indicated below:

a. Annual Fiscal Year Report of Peacetime Ocean Transportation Requirements will be provided to MTMC by 1 October for the subsequent 3 fiscal years (e.g., 1 October 1999 for fiscal years 2001-2003).

b. Ad hoc Requirement Reports will be submitted whenever there is a significant change to the Annual Report already submitted, or a new requirement surfaces outside the scope of an existing contract or requires the use of a dedicated vessel.

2. Common user sealift dry cargo requirements will be submitted to MTMC in the format prescribed in figure W -1. The requirements will be submitted as a yearly total under the appropriate codes. MTMC will allocate the tonnage by month based on past history. Only shipments moving during particular time frames will be reported by month(s), i.e., shipments to Greenland.

3. Liner contracts require additional detail to support development of the work statement. MTMC will determine schedules for submitting the supplemental information. Normally, the process of collecting requirements for liner contracts/agreements begins at least eight months prior to the effective date of the new contract/agreement cycle. Based on the effective date of each contract/agreement, MTMC will notify the appropriate DOD Components and other DOD Agencies of time frames for submitting the additional information together with any reporting guidance unique to the specific contract/agreement. Consolidated requirements will be presented for review and approval at Cargo Management Improvement Program (CMIP). These meetings provide a forum for shippers to address future contractual requirements as well as remedies to performance and operational problems. CMIPs are scheduled to meet the timelines established by the MSC Procuring Contracting Officer for receipt for Work Statement.

4. Reports will be submitted using electronic media. Paper copy reports are not acceptable.

5. Using the forecast of cargo requirements, MTMC will review the submitted requirements to ensure compliance with format, and liaison as required with the MSC and DOD Agencies to satisfy needs for fiscal and operational planning. MTMC will complete its evaluation and forward requirements to MSC based on mutually agreed schedules.

6. Exercise requirements will be included in these reporting procedures.

## **E. USE OF FORECAST INFORMATION**

1. Liner Contracts.

MTMC will provide MSC with quantitative requirements to support all solicitations for commercial service. These requirements will be passed to MSC with requirements for special services identified by service by CMIP process. Time frames will be established by the MSC Procuring Officer.

## 2. MSC Controlled/Chartered Vessels.

a. Where scheduled commercial service is determined to be inadequate or unavailable to meet DOD forecasted requirements, or a military controlled vessel is required, MTMC will pass these requirements to MSC for special negotiations, or assignment of controlled assets.

b. MSC will determine the best contractual approach to meet these lift requirements. Assignment of controlled vessels will be consistent with the policy prescribed by DOD 4500.9.

## 3. Fiscal Operations.

a. MTMC and MSC require forecast information to support their respective budgeting process. This information provides the basis for determining the level of billing rates necessary to cover anticipated expenses.

b. As mutually agreed between MTMC and MSC, procedures will be established to ensure that forecast information is made available for the budgeting process consistent with timelines prescribed for this operation.

## **F. PERFORMANCE REPORTS**

MTMC will assess the accuracy of forecasts and provide reporting activities with periodic assessments comparing actual versus forecast performance. The format and frequency of reports will be developed in coordination with the reporting activities to ensure that they have value in improving the accuracy of forecast information.

**Data Elements For Automated Submission of Common-User  
Dry Cargo Requirements**

Common-User Sealift Dry Cargo requirements will be submitted to MTMC utilizing the following data format.

<u>Data Element</u>	<u>Code</u>	<u>Remarks</u>
<u>Sponsor Code</u> (Required for all transactions)	A	Army
	N	Navy
	F	Air Force
	M	Marine Corps
	Z	Coast Guard
	T	Defense Information Systems Agency
	S	Defense Logistics Agency
	R	Defense Intelligence Agency
	J	Joint Chiefs of Staff
	U	Defense Nuclear Agency
	P	Defense Mapping Agency
	Q	Office, Secretary of Defense
	K	National Security Agency
	D	Defense Security Assistance Agency
	C	Defense Commissary Agency
<u>Program</u>	TSP	Troop Support Program
	MCP	Military Construction Program
	FMS	Foreign Military Sales (FMS)
	HAP	Humanitarian Assistance Program (HAP)
	EXE	Scheduled Exercises
	NAF	Non-Appropriated Fund
	CTR	Cooperative Threat Reduction

**Figure W -1.** Data Elements For Automated Submission of Common-User Dry Cargo Requirements.

**Data Elements For Automated Submission of Common-User  
Dry Cargo Requirements**

General Water Commodity Codes

<u>Class</u>	<u>Commodity</u>
CHL	Reefer-Chill 100-149
FRZ	Reefer-Freeze 150-199
COK	Coal and Coke 230-233
BLK	Bulk-other 200-299
POV	Privately-owned vehicle 300-359
HHG	Household goods and baggage 360-399
AMO	Ammunition & explosives 40X-489
GEN	General 500-686, 700-799
CNX	Empty containers (incl. SEAVANs, MILVANs, MSCVANs, FLATRACKs) 690-699
SPC	Special * 800-820
VEH	Government vehicles & construction equipment 822-887, 889-899
CCT	Cargo-carrying trailers 888
AAC	Assembled Aircraft 990-999

\*Refer to the General Water Commodity Codes in DOD 4500.32-R, (MILSTAMP)

Fiscal Year                      Use last two digits of fiscal year

Origin Traffic Area                      Use country codes listed in ST-GA, States of the United States, DOD 5000-12-M (DOD Manual for Standard Data Elements), with the following exceptions: Add AK-Alaska, AD-Adak, HI-Hawaii, ON-Okinawa. Origins and destinations in CONUS will be listed under U.S.

Destination Traffic Area                      Use codes listed under "Origin Traffic Area."

Type Forecast

<u>Code</u>	<u>Type</u>
A	Annual (Annual Forecast Requirements)
H	Ad hoc (Submitted if there is a new requirement or a significant change to a requirement already submitted).

**Figure W-1.** Data Elements For Automated Submission of Common-User Dry Cargo Requirements. (Cont')

**Data Elements For Automated Submission of Common-User  
Dry Cargo Requirements  
(Cont')**

Months Covered

10	OCT	04	APR
11	NOV	05	MAY
12	DEC	06	JUN
01	JAN	07	JUL
02	FEB	08	AUG
03	MAR	09	SEP

Type Shipment

<u>Code</u>	<u>Description</u>
B	Breakbulk
C	SEAVAN Commercial Container
M	Military controlled container/flatrack
O	Other (includes overdimensional)

Forecast      Measurement Tons - rounded to the nearest measurement ton.

POC            Program code, name, and telephone number of those reporting large quantities of cargo. Special reporting on oversize pieces.

**Figure W-1.** Data Elements For Automated Submission of Common-User Dry Cargo Requirements. (Cont')

## **PART II - FORECASTING CARGO AIRLIFT REQUIREMENTS**

### **A. SUBMISSION REQUIREMENTS**

The Services, DLA and DECA are required to submit both short- and long-range forecasts for air cargo movement requirements. These requirements will be reported to the nearest short ton and will be for those channels listed in the AMC Sequence Listing for Channel Traffic. The exception is DLA long-range forecasts for Category A movement which do not involve AMC-approved channels.

1. Long-Range Airlift Requirements Forecast Reports. Each Service, DLA, and DECA will send long-range channel requirements forecast on floppy disk (360K). Prepare each disk in 80-card column, ASCII format (see figure W-2). Submit forecast to USTRANSCOM/MCC, HQ AMC TACC/XOGD as scheduled below. Schedule for submitting long-range requirements forecast is as follows:

a. 1 November Final Report. An update of the 1 November forecasts. This report is submitted 11 months prior to the upcoming fiscal year. For example, the final forecast for FY 97 is due 1 November 1995. The FY 97 forecast will be a "final" version of the previous year's FY 97 "initial" submission.

b. 1 November Initial Report. Forecasts are also required for a 3-year period following the upcoming fiscal year. For example, FY 98 through FY 03 forecasts are also due on 1 November 1995.

c. Other Update Reports. Additional updates to the long-range forecast are usually not submitted; however, additional reports may be submitted by any agency or at USTRANSCOM request when changing situations dictate.

2. Short-Range Airlift Requirements Forecast Reports. Each Service, DLA, and DECA sends requirements to USTRANSCOM/MCC through use of DDN (where capability exists). An 80-card column format is used (see figure W-3). Send to USTRANSCOM/MCC, HQ AMC TACC/XOGD, as scheduled, beginning 110 days before the operating month.

a. Submitting Changes. Report each change in monthly requirements by telephone to USTRANSCOM/MCC and confirm by message. These changes must contain the information required in the original forecast. Since unrestricted changes prevent AMC from providing reliable and economical airlift service, the CINCs, Services, DLA, and DeCA will monitor all proposed changes to keep them at a minimum. HQ AMC TACC/XOGD will provide feedback to the Services, DLA, and DECA on the number of changes and their impact on the airlift scheduling process. Excessive changes after I-Day, during peacetime, may ultimately result in assessment of a service fee. Unless the month's space assignment for the channel is less than 20 tons, do not send a cargo change of less than 5 tons.

b. Schedule of Submitting Short-Range Airlift Requirements Forecast:

(1) I-Day is the first day of the AMC operating month. From I-100 to I-60, the Services, DLA, and DeCA will consolidate any changes in requirements and send the changes by channel to USTRANSCOM/MCC.

(2) Services and DLA should report any additional changes to USTRANSCOM/MCC by the I-60. Any changes will be forwarded to HQ AMC TACC/XOGD. Requirements are sent to the East/West Channel Operations Divisions (XOGE/XOGW) (AMC TACC/ TRKOM) and the Channel Airlift Management Branch on the I-45 XOGD. This is necessary for them to apply the airlift capacity to the forecast requirements.

(3) From I-45 to I-Day, the Services, DLA, and DECA may send requirements changes, with justification, to USTRANSCOM/MCC as they occur.

(4) During peacetime, channel increases or decreases will not be accepted after the I-Day. Only when unforeseen circumstances occur can changes be reported after the I-Day. USTRANSCOM/MCC will attempt to handle them providing airlift capability can be increased or decreased.

## **B. DISTRIBUTION OF REPORTS**

1. AMC sends each Service, DLA, DECA an initial report of air space assignments-after finalizing the initial space assignment against the user requirements forecasts. This report will show the tons of cargo and mail that has been assigned space for each channel.

2. Changes to requirements submitted by the Services, DLA, and DeCA will be used by AMC to develop revisions to the initial space assignment report.

## **C. WARTIME REQUIREMENTS**

During a contingency or war, when notified by USTRANSCOM, the following additional cargo categories will be broken out. This breakout may be limited to specific channels.

1. Outsize Cargo. In reporting airlift requirements, report outsize cargo when known; this is cargo that exceeds 810 inches long by 117 inches wide by 105 inches high in any dimension (the loading capability of the C-141 aircraft).

2. Oversize Cargo. Report oversize cargo when known; this is cargo that exceeds 108 inches long by 88 inches wide by 96 inches high in any dimension (dimensions of the standard 463L pallet).

3. Hazardous Cargo. Report hazardous cargo, when known; this is cargo that contains any material that is an oxidizing agent, or whose properties make it flammable, corrosive, combustible, explosive, toxic, radioactive, or has magnetic qualities strong enough to cause appreciable deviations to compass-sensing or other navigational devices of an aircraft.



#### **D. JCS REQUIREMENTS**

The commander of a unified or specified command sends requirements for a JCS-directed or JCS-coordinated exercise directly to USTRANSCOM under procedures established by the JCS. All requirements submitted to USTRANSCOM for the types of cargo listed below are generally reported by one of the Services or DLA, even though the agency, office, or activity directly served and the sources of funding the airlift vary.

1. Army and Air Force Mail. These requirements are reported by the Army.
2. Navy and Marine Corps Mail. These requirements are reported by the Navy.
3. Army and Air Force Exchange Services (AAFES). These cargo requirements are reported by the Army.
4. Other Agencies, Offices, or Activities. These cargo requirements are usually reported by the Air Force, or as assigned by the OSD or JCS.

### **Format for Submitting Long-Range Airlift Requirements**

<u>Data Elements</u>	<u>Record Positions</u>	<u>Description</u>
1. APOE	1-3	Enter the 6-digit channel code as listed in the Sequence Listing for Channel Traffic.
2. APOD	4-6	For example, requirements for SUU-HIK and HIK-SUU will be entered as SUUHIK in positions 1-6.
3. First Quarter Year Requirements (average per month):		
a. Outbound PAX	7-11	Enter number of passengers
b. Inbound PAX	12-16	Enter number of passengers
c. Outbound Cargo	17-20	Enter short tons of cargo
d. Inbound Cargo	21-24	Enter short tons of cargo
4. Second Quarter Year Requirements (average per month):		
a. Outbound PAX	25-29	Enter number of passengers
b. Inbound PAX	30-34	Enter number of passengers
c. Outbound Cargo	35-38	Enter short tons of cargo
d. Inbound Cargo	39-42	Enter short tons of cargo
5. Third Quarter Year Requirements (average per month):		
a. Outbound PAX	43-47	Enter number of passengers
b. Inbound PAX	48-52	Enter number of passengers
c. Outbound Cargo	53-56	Enter short tons of cargo
d. Inbound Cargo	57-60	Enter short tons of cargo
6. Fourth Quarter Year Requirements (average per month):		
a. Outbound PAX	61-65	Enter number of passengers
b. Inbound PAX	66-70	Enter number of passengers
c. Outbound Cargo	71-74	Enter short tons of cargo
d. Inbound Cargo	75-78	Enter short tons of cargo

**Figure W-2.** Format for Submitting Long-Range Airlift Requirements.

**Format for Submitting Long-Range Airlift Requirements**  
**(Cont')**

<u>Data Elements</u>	<u>Record Positions</u>	<u>Description</u>
7. Service Code	79	Enter the one-digit numerical code assigned to each branch of Service, DLA, and DeCA.
Codes are:		
DeCA-4		
Army-5		
Navy-6		
Air Force-7		
Marine Corps-8		
DLA-9		
8. AMC Region Code	80	Enter the one digit numerical code assigned to each region:
Atlantic:		
CONUS-2		
INTRA-3		
Pacific:		
CONUS-4		
INTRA-5		

**Figure W-2.** Format for Submitting Long-Range Airlift Requirements. (Cont')

**Format for Submitting Short-Range Airlift Requirements (Cargo)**

<u>Data Elements</u>	<u>Record Positions</u>	<u>Description</u>
1. Program Name	1-3	Enter "CRQ," Channel Requirements
2. Channel Name	5-6	Enter "CN," Channel Name
2a. AMC Code	7	Enter "=", equal sign
3. APOE	8-10	Enter the three digit code of the origin AMC aerial port of embarkation (APOE), e.g., "DOV" for Dover AFB aerial port.
3a. AMC Code	11	Enter "-", the dash sign.
4. APOD	12-14	Enter the three digit code of the destination AMC aerial port of debarkation (APOD), e.g., "RMS" for Ramstein AB aerial port.
5. Appropriate Service	16-19	Enter "SV" in record positions 16 and 17. Enter an equal sign "=" in record position 18. Enter the appropriate Service code in record position 19. Service codes are as follows: Army-A Navy-N Air Force-F Marine Corps-M DLA-D DeCA-C
6. General Cargo Quota	21-29	Enter "CQ" in record positions 21 and 22. Enter an equal sign "=" in record position 23. Enter a plus sign "+" in record position 24. Enter the number of short tons in record positions 25-29. If the number of short tons is less than 10,000, enter zeros "0" in record positions to the left, e.g., if the number of tons is 460, enter "0" in record positions 25 and 26.

**Figure W-3.** Format for Submitting Short-Range Airlift Requirements (Cargo)

**Format for Submitting Short-Range Airlift Requirements (Cargo)**  
**(Cont')**

<u>Data Elements</u>	<u>Record Positions</u>	<u>Description</u>
7. Household Goods Quota	31-39	Enter "HQ" in record positions 31 and 32. Enter an equal sign "=" in record position 33. Enter a plus sign "+" in record position 34. Enter the number of short tons in record positions 35-39. If the number of short tons is less than 10,000, precede the number with zeros "0" as described under General Cargo Quota above.
8. Baggage Quota	41-49	Enter "BQ" in record positions 41 and 42. Enter an equal sign "=" in record position 43. Enter a plus sign "+" in record position 44. Enter the number of short tons in record positions 45-49. If the number is less than 10,000, precede the number with zeros "0" as described under General Cargo Quota above.
9. Mail Quota	51-59	Enter "MQ" in record positions 51 and 52. Enter an equal sign "=" in record position 53. Enter a plus sign "+" in record position 54. Enter the number of short tons in record positions 55-59. If the number is less than 10,000, precede the number with zeros "0" as described under General Cargo Quota above.
10. AMC Code	61	Enter a dollar sign -- "\$".
11. Month	63-64	Enter the month of the forecast, e.g., "01" for January and "12" for December.
12. Geographical Area	65	Enter "M" for the Atlantic area. Enter "N" for the Pacific area.
13. Movement Direction	66	Enter "1" if movement is outbound. Enter "2" if movement is inbound.

**Figure W-3.** Format for Submitting Short-Range Airlift Requirements (Cargo) (Cont')

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## **ATTACHMENT 1**

### **FORMAT FOR SAAM REQUEST**

1. In order for requests to flow directly into the airlift deployment analysis system computer, strict format requirements must be followed. Requests with irregularities will automatically be segregated and will require individual attention to correct the error(s). Requests for all SAAM airlifts will be sent to the appropriate Service or theater validator(s). (See Appendix K for list of validators).

2. Format for Requesting Airlift.

**MSGID/TITLE/ORIGINATOR//**

**AL1249REQ/TYPE OF REQUEST (SAAM OR JCS)/NUMBER (IF ASSIGNED)/ JCS  
PRIORITY/YOUR UNIT/PROJECT NAME (IF KNOWN)/INFO-ADDR//**

**ON/OFF/CLASSIFICATION/REF NUMBER/ONLOAD LOCATION/OFFLOAD  
LOCATION/AVAIL LOAD DATE/EARLIEST ARRIVAL OR PICK UP DATE/LATEST  
ARRIVAL DATE/NUMBER OF PAX/BAGGAGE SHORT TONS/CARGO SHORT  
TONS/CUBE OF CARGO AND BAGGAGE/COMMENTS (IF APPLICABLE)//**

**MSNREQ/CLASSIFICATION/REF NUMBER/NUMBER ACFT/TYPE  
ACFT/CONFIGURATION/MSN SUPPORT COMMENTS (I.E., FORKLIFTS)//**

**LOAD/CLASSIFICATION/REF NUMBER/CARGO REF/LOAD DESCRIPTION/QTY  
PLTS, VEHICLES, PCS NONPALLETIZED CARGO/CARGO WGT IN  
POUNDS/CUBE/LENGTH/WIDTH/HEIGHT/SECURITY CLASSIFICATION OF CARGO//**

**HAZCOMM/CLASSIFICATION/REF NUMBER/CARGO REF/SHIPPING NAME OF HAZ  
CARGO/PACKAGING PARA/NET EXP WGT (ENTER -/ IF NOT APPLICABLE)//**

**CONTACTS/CLASSIFICATION/TYPE OF CONTACT, I.E., ONLOAD, EN ROUTE,  
ETC/LOCATION/NAME/DUTY PHONE/HOME PHONE//**

**BILLING/TAC, CIC, OR OTHER BILLING INFO (ENTER -/ IF NOT KNOWN OR NOT  
USED)//**

**REMARKS/COMMENTS (ENTER -/ IF NONE)//**

3. Instructions for Completing Airlift Request Messages Information. Fields must be given in the order listed. Each field must be separated by a single slash (/). Each data-set must end with a double slash (/). Information within a field cannot contain a slash as part of the data content, since automated requests will interpret this as an end-of-field marker. To indicate a blank field enter -/. A dataset line may not exceed 69 characters. The entire dataset may, however, require two or more lines of text. In this case, end each line with a

complete field and begin the continuation line with a single slash (/) followed by the next field. A dataset field may not be split between two lines.

a. MSGID Dataset (required dataset).

(1) (Mandatory) Enter the dataset title, i.e., MSGID (5 characters maximum).

(2) (Mandatory) Enter the title of the message, i.e., AL1249 (6 characters maximum).

(3) (Mandatory) Enter the organization or location initiating the request (20 characters maximum).

b. AL1249REQ Dataset (Required dataset).

(1) (Mandatory) Enter the dataset title, i.e., AL1249REQ (9 characters maximum).

(2) (Mandatory) Enter the type of request, i.e., SAAM or JCS (4 characters maximum).

(3) (Conditional) Enter the SAAM number. NOTE: Initial requests for airlift will not contain a SAAM number until assigned by the appropriate validator. Therefore, requesters should enter "/-/" if the number is not known (4 characters maximum).

(4) (Conditional) Enter the airlift priority, i.e., 1B1 (3 characters maximum). Requesters should enter "/-" if the priority is not known.

(5) (Mandatory) Enter your unit identifier, i.e., NGB Andrews AFB (20 characters maximum).

(6) (Optional) Enter the project name, if applicable, i.e., drug interdiction. Enter "/-" if no project name (40 characters maximum).

(7) (Optional) Indicate if information addressees are to be copied on all subsequent messages by entering "Y." Enter "N" to exclude information addressees on subsequent messages (1 character maximum).

c. ONOFF Dataset (Required dataset).

(1) (Mandatory) Enter the dataset title, i.e., ONOFF (5 characters maximum).

(2) (Mandatory) Enter the security classification of this line, i.e., "U"--Unclassified, "C"--Confidential, "S"--Secret, or "T"--Top Secret (1 character maximum).



(3) (Mandatory) Enter a reference number for each on/offload for each portion of the SAAM of JCS exercise. For multiple stops, enter a new reference number for each on/offload combination, i.e., ONOFF/U/1/KBLV/MYIG .... ONOFF/U/2/KHRT/MYIG .... ONOFF/U/3/KDYS/MYIG .... This number will tie each on/offload location and its requirement to the commodity description in the load and HAZCOM datasets (4 characters maximum).

(4) (Mandatory) Enter the name of the port of embarkation (POE) by name or International Civil Aviation Organization (ICAO) code (preferred entry) (16 characters maximum).

(5) (Mandatory) Enter the name of the port of debarkation (POD) by name or ICAO code (preferred entry) (16 characters maximum).

(6) (Mandatory) Enter the Greenwich Mean Time, expressed as "Z time" for the available-to-load date, i.e., 140100ZJUL91. If the time should be coordinated, also enter "COORD" (12 characters maximum).

(7) (Mandatory) For SAAMs, enter the pick-up date and time. For JCS exercises, enter the earliest arrival date. Use Greenwich Mean Time expressed at "Z time," i.e., 140200ZJUL91. If time should be coordinated, enter "COORD" (12 characters maximum).

(8) (Mandatory) Enter the Greenwich Mean Time, expressed as "Z time" for the latest arrival date, i.e., 141400ZJUL91. If time should be coordinated, enter "COORD" (12 characters maximum).

(9) (Conditional) Enter the number of passengers to be on/offloaded at each location. In the remarks dataset, identify all foreign nationals. If mission is a cargo SAAM, indicate Pax who may be couriers or technical escorts (5 characters maximum).

(10) (Conditional) Enter the total weight of the baggage, expressed in short tons, to the nearest tenth of a ton (5 characters maximum).

(11) (Conditional) Enter the total weight of the cargo, expressed in short tons, to the nearest tenth of a ton. Do not include baggage weight (5 characters maximum).

(12) (Conditional) Enter the total cubic feet of the cargo and baggage (6 characters maximum).

(13) (Optional) Enter any comments about the on/offload or timing, i.e., TBD (7 characters maximum).

d. MSNREQ Dataset (Optional dataset) if used, dataset must follow this format. If optional fields are not used, enter "/-/-".

(1) (Mandatory) Enter the dataset title, i.e., MSNREQ (6 characters maximum).

(2) (Mandatory) Enter the security classification of this line. "U"--Unclassified, "C"--Confidential, "S"--Secret, "T"--Top Secret (1 character maximum).

(3) (Mandatory) Enter a reference number for each movement requirement. This number will correspond to an on/offload requirement number in the onoff dataset (4 characters maximum).

(4) (Optional) Enter the number of aircraft requested (3 characters maximum).

(5) (Optional) Enter the type of aircraft requested (8 characters maximum).

(6) (Optional) Enter the aircraft configuration requested (5 characters maximum).

(7) (Optional) Enter Mission support requirements, i.e., forklifts, X-loaders, pallets, etc. (37 characters maximum).

e. Load Dataset (optional dataset). If used, must follow this format. Enter "/" if optional fields are not used.

(1) (Mandatory) Enter the dataset title, i.e., load (4 characters maximum).

(2) (Mandatory) Enter the security classification of this line, i.e., "U," "C," "S," or "T" (1 character maximum).

(3) (Mandatory) Enter a reference number for each load description. This number will tie the load description in this dataset to its requirement in the ONOFF dataset (4 characters maximum).

(4) (Mandatory) Enter an identifier for each load description. This identifier, combined with the reference number, will tie the load description in this dataset to the hazardous commodity description in the HAZCOM dataset (1 character maximum).

(5) (Mandatory) Enter the cargo commodity description. Include service nomenclature and Department of Transportation (DOT) shipping name and class, if appropriate. NOTE: Do not use slashes within this dataset. Use a separate line for each commodity description. Begin each additional line of the dataset with "LOAD/" (16 characters maximum).

(6) (Optional) Enter the quantity of pallets, vehicles, or pieces of nonpalletized cargo (4 characters maximum).

(7) (Optional) Enter the individual weight of all nonpalletized cargo, equipment, and vehicles or total weight of pallets, in pounds (6 characters maximum).

(8) (Optional) Enter the unit cubic feet of all nonpalletized cargo or vehicles or the total cubic feet of pallets (5 characters maximum).

(9) (Optional) Enter the length, in inches, of all nonpalletized cargo or vehicles (3 characters maximum).

(10) (Optional) Enter the width, in inches, of all nonpalletized cargo or vehicles (3 characters maximum).

(11) (Optional) Enter the height, in inches, of all nonpalletized cargo or vehicles (3 characters maximum).

(12) (Mandatory) Enter the security classification of the cargo: "U" -- Unclassified; "C" -- Confidential; "S" -- Secret; "T" -- Top Secret; or "Y" -- Classified (1 character maximum).

f. HAZCOM Dataset (Optional Dataset). If used, dataset must follow this format. Enter "/" if optional fields are not used.

(1) (Mandatory) Enter the dataset title, i.e., HAZCOM (7 characters maximum).

(2) (Mandatory) Enter the security classification of this line, i.e., "U," "C," "S," or "T" (1 character maximum).

(3) (Mandatory) Enter a reference number for each hazardous commodity description. This number will tie each hazardous commodity description in this dataset to an on/offload requirement in the ONOFF dataset (4 characters maximum).

(4) (Mandatory) Enter an identifier for each commodity description. The identifier, combined with the reference number, will tie the commodity description in this dataset to the load description in the load dataset (1 character maximum).

(5) (Mandatory) Enter the proper shipping name of all hazardous items. Use the remarks dataset, if necessary. Hazardous materials will not be airlifted unless all provisions of subject regulation have been complied with. (For special weapons, provide the number and type units, type container, unit weight, and total weight-in to the On/Offload order. Nuclear weapons data are found in TO 11N-45-61 and TO 11N-45-51A(A).) (43 characters maximum).

(6) (Optional) Enter the quantity of pallets, vehicles, or pieces of nonpalletized cargo (4 characters maximum).

(7) (Optional) Enter the total net explosive weight (NEW) (3 characters maximum). Indicate in the remarks dataset the NEW, by class, for each item containing DOD class/division 1.1, 1.2, or 1.3 explosives.

g. Contacts Dataset (Required Dataset)

(1) (Mandatory) Enter the dataset title, i.e., contacts (8 characters maximum).

(2) (Mandatory) Enter the security classification of the line, i.e., "U," "C," "S," or "T" (1 character maximum).

(3) (Mandatory) Enter the type of contact, i.e., Onload, En route, Best, Overall, Validator, etc. (10 characters maximum).

(4) (Mandatory) Enter the location of the contact (20 characters maximum).

(5) (Optional) Enter the full name of the contact (25 characters maximum).

(6) (Mandatory) Enter the office phone number. Include DSN and commercial, as applicable (18 characters maximum).

(7) (Optional) Enter the home phone number. Include the area code (18 characters maximum).

h. Billing Dataset (Conditional Dataset). If message originates from a SAAM validator, billing information is mandatory. If this dataset is used, follow this format. Enter "/-/" if optional fields are not used.

(1) (Mandatory) Enter the dataset title, i.e., billing (7 characters maximum).

(2) (Conditional) Enter the CIC, TAC, or appropriation chargeable, as applicable. If none of these are available, include the name and address of the specific organization reimbursing on direct billing basis. Not applicable for JCS exercises. Enter no more than 69 characters per line (255 characters maximum).

i. Remarks Dataset (Optional Dataset). If used, dataset must follow this format. Enter "/-/" if optional fields are not used.

(1) (Mandatory) Enter the dataset title, i.e., remarks (7 characters maximum).

(2) (Optional) Provide the following: (2500 characters maximum).

(a) Purpose of the SAAM. A brief, concise, unclassified statement, i.e., Purpose--Mission is airlifting support equipment for F-4E unit training exercise.

(b) Geographic location of information addressees. If you did not enter an "N" in the INFOADDR field of the AL1249REQ dataset, all information addressees included on the 1249 message will be copied on subsequent communications about the SAAM or JCS request.

(c) Justification for short-notice foreign clearance of cargo and aircraft. Justification must include detailed description of the commodity requiring clearance. Name and phone number of individuals who can provide additional justification for the rapid reaction or emergency SAAM, if required by HQ USAF/XOXXI.

(d) SAAM requirements submitted within 72 hours of the desired movement date are considered rapid reaction or emergency. A statement as to the rapid reaction or emergency requirement and the justification for airlift within 72 hours must be included in the remarks dataset. Individual declaring rapid reaction or emergency requirement and the justification for airlift within 72 hours must be included in the remarks dataset. Individual declaring rapid reaction or emergency requirement will be at least an O-6 in rank, civilian equivalent, or designated representative. Also, that individual's name and rank must be included in the remarks dataset of the request.

(e) SAAM requirements for channel extension or flag stop will include the following additional information. Do not enter more than 69 characters per line (255 characters maximum). (See AFR 76-11, which establishes criteria for channel extensions and flag stops.)

1    Transportation Control Number(s).

2    AMC Channel Mission Identifier to be used, e.g., AJM804000140.

3    Contacts for initial channel onload station and point of channel extension for flag stop. NOTE: A required delivery date cannot be assigned to a flag stop or channel extension

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## **ATTACHMENT 2**

### **SAAM REQUIREMENTS VALIDATOR LIST**

#### **WHITE HOUSE MILITARY OFFICE**

Message Address: Mailing Address:

WHMO WASH DC//AIR OPS// White House Military Office  
Old Executive Office Bldg, Rm 405  
COMM: (202) 395-2006 Washington DC 20500  
DSN: 284-2000, ext 52006  
FAX: (202) 638-1578  
JOINT STAFF/J4

Message Address: Mailing Address:

JOINT STAFF WASHINGTON Joint Staff/J4  
DC//J4-LRC// Strategic Mobility Division  
4000 Joint Staff Pentagon  
COMM: Washington DC 20318-4000  
DSN: 227-0744  
FAX: (703) 614-2569 224-2569  
JOINT SPECIAL OPERATIONS COMMAND (JSOC)/J4TR

Message Address: Mailing Address:

COMJSOC FT BRAGG NC//J4TR// COMJSOC/J4TR  
P.O. Box 70239  
COMM: (910) 396-0514 Ft Bragg NC 28307-5000  
DSN: 236-0514  
FAX:

#### **U.S. ATLANTIC COMMAND (USACOM)**

Message Address: Mailing Address:

CINCUSACOM NORFOLK VA//J4-LRC// U.S. Atlantic Command  
1562 Mitscher Ave  
COMM: (757) 322-5171 Suite 200  
DSN: 836-5171 Norfolk VA 23551-2488  
FAX: 836-5230

HQ U.S. CENTRAL COMMAND (USCENTCOM) CCJ4/J7

Message Address: Mailing Address:

USCINCCENT MACDILL HQ USCENTCOM/CCJ4/7-M

AFB FL//CCJ4/7-M// MacDill AFB FL 33608-7001

COMM: (813) 830-6602

DSN: 968-6602

FAX:

U.S. SPECIAL OPERATIONS COMMAND (SOCOM) SOJ4-O

Message Address: Mailing Address:

USCINCSOC MACDILL USSOCOM/SOJ4-O

AFB FL//SOJ4-O// MacDill AFB FL 33608-6001

COMM: (813) 830-3886

DSN: 968-3886

FAX: 968-4741

U.S. STRATEGIC COMMAND (USSTRATCOM) J42

Message Address: Mailing Address:

USSTRATCOM OFFUTT AFB NE//J42// USSTRATCOM/J42

Offutt AFB NE 68113-5001

COMM:

DSN: 271-6919

FAX:

U.S. TRANSPORTATION COMMAND (USTRANSCOM)/TCJ3

Message Address: Mailing Address:

USCINCTRANS SCOTT United States Transportation Command

AFB IL//TCJ3-D// Attn: TCJ3-D

508 Scott Drive

COMM: (618) 256-8105 Scott AFB IL 62225-5357

DSN: 576-8105

FAX: 576-8029



## **AIR FORCE**

### **HQ AIR COMBAT COMMAND (ACC)/LGTA**

Message Address: Mailing Address:

HQ ACC LANGLEY AFB HQ ACC/LGTRA  
VA//LGTRA// 130 Douglas Street, Suite 210  
Langley AFB VA 23665-2791  
COMM: (757) 764-3213  
DSN: 574-3213  
FAX: 574-4414

### **AIR COMBAT COMMAND (ACC) CPS/PST**

Message Address: Mailing Address:

ACC CPS LANGLEY AFB VA//PS// ACC CPS/PST  
11817 Canon Blvd, Suite 310  
COMM: (804) 51-4490 Newport News VA 23606-1988  
DSN: 574-9490  
FAX: (804) 764-9477  
574-9477

### **HQ AIR EDUCATION AND TRAINING COMMAND (AETC)/LGTT**

Message Address: Mailing Address:

HQ AETC RANDOLPH HQ AETC/LGTT  
AFB TX//LGTT// 555 E Street East  
Randolph AFB TX 78150-4440  
COMM: (210) 652-4776  
DSN: 487-4776  
FAX:

### **HQ AIR FORCE MATERIEL COMMAND (AFMC)/LGTT**

Message Address: Mailing Address:

HQ AFMC WRIGHT PATTERSON HQ AFMC/LGTT  
AFB OH//LGTT// 4375 Chidlaw Road, Suite 6  
Wright Patterson AFB OH 45433-5001  
COMM: (513) 257-3372  
DSN: 787-3372  
FAX: 787-3371

HQ AIR FORCE RECRUIT OFFICER TRAINING CORPS (AFROTC)/DO  
Message Address: Mailing Address:

HQ AFROTC MAXWELL HQ AFROTC/DO  
AFB AL//DOTF/DOTS// Maxwell AFB AL 36112-6663  
COMM: (205) 953-6458  
DSN: 493-6458  
FAX:

HQ AIR FORCE RESERVE (AFRC)/LGTN  
Message Address: Mailing Address:

HQ AFRC ROBINS AFB GA//LGTN// HQ AFRC/LGTN  
155 2nd Street  
COMM: (912) 926-1708 Robins AFB GA 31098-1635  
DSN: 497-1708  
FAX:

HQ AIR FORCE SPACE COMMAND (AFSPACE)/LGTT  
Message Address: Mailing Address:

HQ AFSPC PETERSON HQ AFSPACECOM/LGTT  
AFB CO//LGTT// Peterson AFB CO 80914-5001  
COMM:  
DSN: 692-5345  
FAX:

HQ AIR FORCE SPECIAL OPERATIONS COMMAND (AFSOC)/DOOOA  
Message Address: Mailing Address:

HQ AFSOC HURLBURT HQ AFSOC/DOOOA  
FLD FL//DOO// 100 Bartley Street, Suite 225  
Hurlburt Field FL 32544-5273  
COMM:  
DSN: 579-2211  
FAX:

HQ AIR FORCE TECHNICAL APPLICATIONS CENTER (AFTAC)/LG  
Message Address: Mailing Address:

HQ AFTAC PATRICK AFB FL//LG// HQ AFTAC/LG  
Patrick AFB FL 32925-6001  
COMM: (407) 494-4456  
DSN: 854-4456  
FAX:

**For Contingency Purposes** to validate intra/inter-theater airlift requests in support of short-notice deployment or other special operations deployment.:

COMM: (916 643-6137) Mailing Address:  
DSN: 633-6137  
FAX: Tech Operations Division/LG  
McClellan AFB CA 95652-6437

HQ AIR INTELLIGENCE AGENCY (AIA)/LEST  
Message Address: Mailing Address:

HQ AIA DIR OF LOG AND ENGR HQ AIA/LEST  
KELLY AFB TX//LEST// 102 Hall Blvd, Suite 258  
San Antonio TX 78243-7030  
COMM: (210) 977-2068  
DSN: 969-2068  
HQ AIR MOBILITY COMMAND (AMC)/CEOR

Message Address: Mailing Address:

HQ AMC SCOTT AFB IL//CEOR// HQ AMC/CEOR  
Scott AFB IL 62225-5001  
COMM: (618) 256-6452  
DSN: 576-6452  
FAX:

HQ AIR MOBILITY COMMAND (AMC)/IGIX  
Message Address: Mailing Address:

HQ AMC SCOTT AFB IL//IGIX// HQ AMC/IGIX  
Scott AFB IL 62225-5001  
COMM: (618) 256-5224  
DSN: 576-5224  
FAX:

HQ AIR MOBILITY COMMAND (AMC)/SE

Message Address: Mailing Address:

HQ AMC SCOTT AFB IL//SE// HQ AMC/SE  
Scott AFB IL 62225-5101  
COMM: (618) 256-2003  
DSN: 576-2003  
FAX:

HQ AIR MOBILITY COMMAND (AMC)/SPX

Message Address: Mailing Address:

HQ AMC SCOTT AFB IL//SPX// HQ AMC/SPX  
502 Scott Drive, Rm 330  
COMM: (618) 256-4966 Scott AFB IL 62225-5318  
DSN: 576-4966  
FAX:

HQ AIR MOBILITY COMMAND (AMC)/TEP

Message Address: Mailing Address:

HQ AMC SCOTT AFB IL//TE// HQ AMC/TEP  
402 Scott Drive, Unit 1K5  
COMM: (618) 256-6798 Scott AFB IL 62225-5364  
DSN: 576-3903  
FAX:

HQ AIR MOBILITY COMMAND (AMC) TACC/LOC

Message Address: Mailing Address:

HQ AMC TACC SCOTT AFB IL//LOC// HQ AMC TACC/LOC  
Scott AFB IL 62225-5001  
COMM: (618) 256-7908  
DSN: 576-7908  
FAX:

HQ AIR MOBILITY COMMAND (AMC) TACC/XOGM

Message Address: Mailing Address:

HQ AMC TACC SCOTT AFB IL//XOGM// HQ AMC/TACC/XOGM  
Scott AFB IL 62225-5001  
COMM: (618) 256-5673  
DSN: 576-5673

HQ AIR MOBILITY COMMAND (AMC) TACC/XOOL

Message Address: Mailing Address:

HQ AMC TACC SCOTT AFB IL//XOOL// HQ AMC TACC/XOOL  
Scott AFB IL 62225-5001  
COMM: (618) 256-5970  
DSN: 576-5970  
FAX:

HQ AIR MOBILITY COMMAND (AMC) TACC/XOOS

Message Address: Mailing Address:

HQ AMC TACC SCOTT AFB IL//XOOS// HQ AMC TACC/XOOS  
Scott AFB IL 62225-5001  
COMM: (618) 256-1774  
DSN: 576-1774  
FAX:

AIR NATIONAL GUARD READINESS CENTER (ANGRC)/LGRT

Message Address: Mailing Address:

ANGRC ANDREWS AFB MD//LGRT// ANGRG/LGRT  
Andrews AFB MD 20331-6008  
COMM: (301) 981-2143  
DSN: 858-8511  
FAX:

HQ AIR RESERVE PERSONNEL CENTER (ARPC)/XPR

Message Address: Mailing Address:

HQ ARPC LOWRY AFB CO//RC/LGX// HQ ARPC/RC/LGX  
6760 E. Irvington Place #5500  
COMM: (303) 676-7081 Denver CO 80280-5000  
DSN: 926-7081  
FAX:

HQ CIVIL AIR PATROL (CAP)-USAF/DOO

Message Address: Mailing Address:

HQ CAP USAF MAXWELL HQ CAP-USAF/DOO  
AFB AL//DOO// Maxwell AFB AL 36117  
COMM:  
DSN: 493-7457  
FAX:  
FD2388 TRANSPORTATION OFFICER

Message Address: Mailing Address:

DIR SP WPNS KELLY FD2388 Transportation Officer  
AFB TX//SWRST// Bldg 1420 SWRST  
Kelly AFB TX 78241-5000  
COMM: (512) 925-7602  
DSN: 945-7602  
FAX:

ON-SITE INSPECTION AGENCY (OSIA)/DRLT

Message Address: Mailing Address:

OSIA FIELD OFFICE SAN On-Site Inspection Agency/DRLT  
FRANCISCO TRAVIS AFB CA 300 West Service Road  
Dulles International Airport  
COMM: (703) 742-4312 Washington DC 20041-0498  
DSN:  
FAX:

HQ PACIFIC AIR FORCE (PACAF)/LGT

Message Address: Mailing Address:

HQ PACAF HICKAM AFB HI//LGTRA// HQ PACAF/LGT  
25 E Street, Suite 1326  
COMM: (808) 449-8839 Hickam AFB HI 96853-5427  
DSN: (315) 449-8839  
FAX:

HQ PACIFIC AIR FORCE (PACAF)/PAMO

Message Address: Mailing Address:

USCINCPAC HONOLULU HQ PACAF/PAMO  
HI//PAMO// 25 E Street, Suite 1326  
Hickam AFB HI 96853-5427  
COMM: (808) 477-0848  
DSN: 477-0848  
FAX: DSN/COMM 449-0059

PACIFIC IN-THEATER

Message Address: Mailing Address:

DET 419 AFTAC WHEELER DET 419/DO  
AAF HI//DO/LG// Wheeler AAF HI 96854-5000  
COMM: (808) 656-1491  
DSN: 456-1491  
FAX:

HQ U.S. AIR FORCE (USAF)/ILTT

Message Address: Mailing Address:

HQ USAF WASH DC//ILTT// HQ USAF/ILTT  
1030 Air Force Pentagon  
COMM: (703) 697-4744 Washington DC 20330-1030  
DSN: 227-4744  
FAX: 227-4316

HQ U.S. AIR FORCE ACADEMY COLORADO/LGDTP

Message Address: Mailing Address:

HQ USAF ACADEMY CO//LGDTP// HQ USAF Academy/LGDTP  
2354 Vandenberg Drive, Suite 5J33  
COMM: (719) 472-4429 USAF Academy CO 80840-6274  
DSN: 259-4429  
FAX:

U.S. AIR FORCE EUROPE (USAFE)/GOA, DETACHMENT 1

Message Address: Mailing Address:

DET 1 USAFE C2 CENTER Det 1, USAFE/GOA  
RAMSTEIN AB GE//GOA// Unit 3050, Box 105  
APO AE 09094-0105  
COMM: (49) 6372-5442  
DSN: 480-8211  
FAX: (49) 6371-43618

HQ U.S. CENTRAL COMMAND AIR FORCE (USCENTAF)/4AF-LGT

Message Address: Mailing Address:

HQ USCENTAF SHAW HQ USCENTAF/A4-LGT  
AFB SC//A4-LGT// Shaw AFB SC 29150-5029  
COMM: (803) 668-2040  
DSN: 965-2040  
FAX: DSN 965-5736

U.S. SOUTHERN COMMAND AF/12AF-LGT

Message Address: Mailing Address:

USSOUTHAF DAVIS MONTHAN USSOUTHAF/12AF-LGT  
AFB AZ//12AF-LGT// Davis Monthan AFB AZ  
COMM: (602) 750-2003  
DSN: 361-2003  
FAX:

23ST AEROMEDICAL EVACUATION SQUADRON (AES)/AEOO

Message Address: Mailing Address:

23 AES POPE AFB NC//AEOO// 23 AES/AEOO  
1398 Surveyor Street  
COMM: Pope AFB NC 28308-2796  
DSN: 486-2685  
FAX:

89TH AIR WING (AW)/DOO

Message Address: Mailing Address:

89AW ANDREWS AFB MD//DOO// 89 AW/DOO  
Stop 105  
COMM: Andrews AFB MD 20331-5000  
DSN: 858-5712  
FAX:

**ARMY**

CONUS One-Way Outbound or Round Trip SAAMs Originating in CONUS

HQ MILITARY TRAFFIC MANAGEMENT COMMAND (MTMC)/MTOP-O-MP

(For passenger movements including units with accompanying equipment.)

Message Address: Mailing Address:

CDRMTMC FALLS CHURCH HQ MTMC/MTOP-TS-CP  
VA//MTOP-TS-CP// 5611 Columbia Pike  
Falls Church VA 22041-5050  
COMM: (703) 681-9442  
DSN: 761-2442  
FAX: (703) 681-3265

HQ U.S. ARMY INDUSTRIAL OPERATIONAL COMMAND (IOC)

(For Army ammunition movements, except missiles movements.)

Message Address: Mailing Address:

CDRIOC ROCK ISLAND HQ IOC  
IL//AMSIO/TMJ// Attn: AMSIO-TMJ  
Rock Island IL 61299-6000  
COMM: (309) 782-5579  
DSN: 793-5579  
FAX: 793-6811



U.S. ARMY MISSILE COMMAND

(For Army missile movements.)

Message Address: Mailing Address:

CDRMICOM REDSTONE ARS CDRUS Army Missile Command  
AL//AMSMI-MMC-LS-MOT// Attn: AMSMI-MMC-LS-MDT  
Bldg 5302  
COMM: (205) 876-1155/4812 Redstone Arsenal AL 35898-5239  
DSN: 746-4812  
FAX: (205) 842-2501  
788-2501

U.S. ARMY TANK-AUTOMOTIVE AND ARMAMENTS COMMAND (TACOM)

(For Army items managed by TACOM.)

Message Address: Mailing Address:

CDRTACOM WARREN MI// CDR TACOM  
AMSTA-IM-OET// Attn: AMSTA-IM-OET  
Warren MI 48397-5000  
COMM: (810) 574-6490  
DSN: 786-6490  
FAX: 786-7757

U.S. ARMY AVIATION AND TROOP COMMAND (ATCOM)

(For movement of Army aviation and troop support equipment.)

Message Address: Mailing Address:

CDRATCOM STL CDR ATCOM  
MO//AMTAI-RT/AMSAT-I-SDT// Attn: AMTAI-RT/AMSAT-I-SDT  
4300 Goodfellow Blvd  
COMM: (314) 263-1060 St Louis MO 63120-1798  
DSN: 693-1060  
FAX: 693-1484

U.S. ARMY MATERIEL COMMAND (AMC) LOGISTIC SUPPORT ACTIVITY (LOGSA)

Message Address: Mailing Address:

EXECUTIVE DIRECTOR  
EXDIRLOGSA REDSTONE USAMC Logistic Support Activity  
ARS AL//AMXLS-RT// Attn: AMXLS-RT  
COMM: (205) 955-9766 Redstone Arsenal AL 35898-7466  
DSN: 645-9766  
FAX: (205) 955-9700  
645-9700

## **SAAMs Originating in an Overseas Theater**

U.S. ARMY EUROPE (USAREUR)

Message Address: Mailing Address:

CINCUSAREUR HEIDELBERG CINCUSAREUR  
GE//AEAGC-O// Attn: AEAGC-O  
Unit 29351  
COMM: 011-49-6221-57-8922/8753 APO AE 09014  
DSN: 370-8922/8753  
FAX:

Command Center Emergency Action Officer: DSN 372-8906/8907

EIGHTH U.S. ARMY (EUSA)

Message Address: Mailing Address:

CDR EUSA SEOUL Commander,  
KOR//EAGD-T// Attn: EAGD-T  
Unit 15237  
COMM: APO AP 96205-0010  
DSN: 725-3739  
FAX: 725-7184

HQ U.S. ARMY JAPAN (USARJ)

Message Address: Mailing Address:

CDR USARJ-IX CORPS CP HQ U.S. ARMY JAPAN  
ZAMA JA//APAJ-GD-TSD// Unit 45005  
Attn: APAJ-GD-TSD  
COMM: APO AP 96343-0054  
DSN: 263-7125  
FAX: 263-3483

ALASKA -- MOVEMENT CONTROL CENTER

Message Address: Mailing Address:

CDR 6TH INF DIV L Movement Control Center  
FT RICHARDSON AK// Transportation Division  
APVR-DL-TP// P.O. Box 5-509  
Ft Richardson AK 99505  
COMM:  
DSN: (317) 384-1835  
FAX:

U.S. ARMY SOUTH -- 41ST AREA SUPPORT GROUP, EOC  
Message Address: Mailing Address:

CDR 41STASG COROZAL 41st Area Support Group, EOC  
PM//MCC-SOGA-SST-C// Transportation Division  
Attn: SAAM Validator  
COMM: APO AA 34004-5000  
DSN: 285-4748  
FAX: 285-6207

U.S. ARMY PACIFIC (USARPAC)  
Message Address: Mailing Address:

USARPAC FT SHAFTER Commander, U.S. Army Pacific  
HI//APVG-GLT-MC// Attn: APVG-GLT-MC  
Fort Shafter HI 96858-5100  
COMM: (808) 438-6503  
DSN: 438-6503  
FAX:

### **MARINE CORPS**

HQ MARINE CORPS, LFT-2  
Message Address: Mailing Address:

CMC WASHINGTON DC//LFT-2// Commandant of the Marine Corps  
HQ MC (Code LFT-2)  
COMM: (703) 696-0855 2 Navy Annex  
DSN: 426-0855 Washington DC 20380-1775  
FAX: (703) 696-0841

U.S. MARINE CORPS FORCES, ATLANTIC  
Message Address: Mailing Address:

COMMARFORLANT//G-4/SMO// Commander, U.S. Marine Corps  
Forces, Atlantic  
COMM: (910) 451-8670 Attn: G-4/Strategic Mobility Officer  
DSN: 484-8413 PSC, Box 20115  
FAX: (910) 451-8648 Camp Lejeune NC 28542-0115

MARINE FORCES PACIFIC

Message Address: Mailing Address:

COMMARFORPAC CAMP SMITH Commander, Marine Forces Pacific  
HI//G-4/SMO// Attn: G-4/SMO  
Box 64118  
COMM: (808) 477-0272 Camp H.M. Smith HI 96861-4118  
DSN: 477-0272  
FAX: (808) 477-0260

MARINE FORCES RESERVE (MARFORRES), CODE 4 SMO

Message Address: Mailing Address:

CG MARRESFOR NEW ORLEANS Commander, MARRESFOR, Code 4 SMO  
LA//4-SMO// 440 Dauphine Street  
New Orleans LA 70146-5400  
COMM: (504) 948 1345  
DSN: 363-1345  
FAX:

**NAVY**

COMMANDER-IN-CHIEF, ATLANTIC FLEET (CINCLANTFLT)

Message Address: Mailing Address:

CINCLANTFLT NORFOLK CINCLANTFLT  
VA//N413/N413T// Attn: N41  
1562 Mitscher Ave  
COMM: (757) 444-6972 Suite 250  
DSN: 564-0386 Norfolk, VA 23551-2487  
FAX: 564-8995

CHIEF OF NAVAL OPERATIONS

Message Address: Mailing Address:

CNO WASHINGTON DC// Chief of Naval Operations  
N413B// N413B  
2000 Navy Pentagon  
COMM: (703) 604-9957 Washington DC 20350-2000  
DSN: 664-9957  
FAX: (703) 604-0033/DSN 664-0033  
NAVAL TRANSPORTATION SUPPORT CENTER

Message Address: Mailing Address:

NAVTRANSSUPPCEN NORFOLK Naval Transportation Support Center  
VA//031// 1837 Morris Street  
Ste. 600  
COMM: (757) 444-7381 Norfolk VA 23511-3492  
DSN: 564-7381  
FAX:

COMMANDER-IN-CHIEF, U.S. NAVY EUROPE (CINCUSNAVEUR)/CODE N4  
Message Address: Mailing Address:

CINCUSNAVEUR LONDON UK//N4// CINCUSNAVEUR Code N4  
PCS 802, Box 8  
COMM: FPO AE 09499-0153  
DSN: 235-4411  
FAX:

U.S. PACIFIC FLEET  
Message Address: Mailing Address:

CINCPACFLT PEARL U.S. Pacific Fleet  
HARBOR HI//N41/N414// Attn: Code N414  
Pearl Harbor HI 96860-7000  
COMM: (808) 471-3984  
DSN: 471-3984  
FAX:

### **OTHER DEFENSE AGENCIES**

HQ DEFENSE COURIER SERVICE (DCS)  
Message Address: Mailing Address:

DCS FT MEADE MD//DCS// HQ DCS  
Bldg 830  
COMM: Ft Meade MD 20755-5370  
DSN: 923-6011  
FAX:

DEFENSE LOGISTICS AGENCY (DLA)

Message Address: Mailing Address:

HQ DLA Headquarters, Defense Logistics Agency  
FT BELVOIR VA//DLA-MMLDT// 8725 John J. Kingman Road, Ste 4234  
COMM: (202) 767-3622 Ft Belvoir VA 22060-6221  
DSN: 427-3622  
FAX:

## **APPENDIX X**

### **ELECTRONIC DATA INTERCHANGE (EDI) OPERATING INSTRUCTIONS FOR DEFENSE SHIPPING ACTIVITIES**

#### **A. INTRODUCTION**

##### **1. Background.**

a. The DOD is replacing the Government Bill of Lading (GBL) and other commonly used freight payment documents with electronic transfers of information using EDI techniques. The use of electronically exchanged information will alter greatly the GBL preparation and distribution procedures at all DOD freight shipping activities.

b. Shipping activities with the capability to automatically create GBLs, and to transmit and receive freight information using EDI techniques will submit shipment information electronically to the MTMC CONUS Freight Management (CFM) System. (Those EDI-capable shipping activities may also exchange shipment information electronically with commercial carriers). The CFM system will then create a shipment information record, cost the shipment, and pass the information to the Defense Finance and Accounting Service Indianapolis (DFAS-IN) Center's Defense Transportation Payment System (DTPS) for reconciliation with the carrier's invoice and payment. Freight shipping activities that are not EDI capable will send a paper copy of the GBL directly to the appropriate shipper service finance office listed below.

Navy	DFAS OPLOC NORFOLK Code FPVCB P.O. Box 8489 Norfolk VA 23503-0489
------	--

Marine Corps	Transportation Voucher Certification Branch (Code 470) Marine Corps Logistics Base 814 Radford Blvd Albany GA 31704-1128
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All Others	Defense Finance and Accounting Service (DFAS) Indianapolis Center, Attn: DFAS-I Indianapolis IN 46249-0001
------------	--

c. When DFAS-IN implements the first increment of DTPS, DOD's shipping activities will need to be capable of carrying out these new GBL preparation and distribution procedures. Before EDI-capable shipping activities exchange shipment information with MTMC, two events must occur:

(1) Their parent military service or defense agency must have executed an interface requirements agreement (IRA) governing EDI operations with MTMC.

(2) They must have demonstrated their ability to use EDI in sending and receiving shipping information.

d. An overview of defense transportation's EDI operating concept can be found in the "Doing Business Using Electronic Data Interchange: An Information Package for Defense Freight Shipping Activities." That document is frequently referred to as the Shipper Information Package (SIP) and is available from the DTEA (DTEA), located at MTMC. (See Attachment 1 to this appendix for the address and phone number).

2. Purpose. This appendix describes the new electronic and paper processing requirements for submitting shipment information to MTMC and DFAS-IN, respectively. Paragraph B describes the new electronic procedures for EDI capable shipping activities. Paragraph C details the preparation and distribution of GBLs by shipping activities that do not have an EDI capability. All inquiries pertaining to this appendix should be addressed to the DTEA. To ensure that written inquiries are directed properly, envelopes should be annotated, "EDI Operating Instructions Inquiry."

## **B. OPERATING PROCEDURES FOR EDI-CAPABLE SHIPPING ACTIVITIES**

1. Introduction. Before attempting to conduct business with MTMC electronically, freight shipping activities need to understand and comply with the EDI requirements detailed in this paragraph. Those requirements are presented as follows:

- a. ASC (Accredited Standards Committee) X12 standards and DOD EDI conventions.
- b. Communications.
- c. Initiating EDI operations.
- d. Transmitting electronic shipment information to the CFM system, commercial carriers, and defense consignees.
- e. Suspending EDI Operations.
- f. Shipping activities should also review the SIP before reading this section.

2. ASC X12 Standards and DOD EDI Conventions. Defense transportation's EDI operating concept currently calls for the exchange of five EDI transaction sets between DOD shipping activities and the CFM system. Those transaction sets, and the conventions for their use, are described below.

a. ASC X12 Transaction Sets. Defense shipping activities will use five EDI transaction sets to exchange information with the CFM system in an electronic environment, the 858, 213, 214, 994, and 997. Each of these are described below:



(1) ASC X12 Transaction Set 858, Shipment Information. Defense shipping activities will use this transaction set to transmit GBL information to the CFM system and retransmit corrected GBL information. They will also use the 858 to transmit shipment information to commercial carriers and defense consignees.

(2) ASC X12 Transaction Set 994, Administrative Message. MTMC will use the Transaction Set 994 to transmit the results of the CFM system's application data edits to the shipping activity that originally sent the data. The shipping activity will then correct the errors and retransmit to the CFM system using the ASC X12 Transaction Set 858. The Transaction Set 994 is a free-form electronic message that uses EDI syntax. While not an official ASC X12 transaction set, most EDI translation software packages support it. The DOD plans to use the ASC X12 Transaction Set 824, Application Advice, instead of the Transaction Set 994, by 1994.

(3) ASC X12 Transaction Set 213, Motor Carrier Shipment Status Inquiry. Defense transportation's EDI operating concept calls for DFAS-IN to send an ASC X12 Transaction Set 213 to the CFM system for each invoice that it receives requesting the corresponding shipment information record. The CFM system will match that Transaction Set 213 with an existing shipment information record. However, under certain circumstances, the CFM system will show no record of that shipment. When this occurs, the CFM system will transmit an ASC X12 Transaction Set 213 to the appropriate defense shipping activity. That shipping activity will respond to the inquiry by determining the status of the shipment in question. Although the ASC X12 Transaction Set 213 (and the following Transaction Set 214) was originally developed for the motor carrier industry, it meets DOD's requirements for all transportation modes.

(4) ASC X12 Transaction Set 214, Motor Carrier Shipment Status Message. If the shipment information requested by the CFM system above is not available, or if a shipment did not occur, the shipping activity will transmit an ASC X12 Transaction Set 214 to the CFM system. MTMC will use that information to formulate a response to DFAS-IN's 213 and update the CFM system data base. If the shipment did occur, the shipping activity will send an updated ASC X12 Transaction Set 858 (not a 214) for that shipment to the CFM system.

(5) ASC X12 Transaction Set 997, Functional Acknowledgment. The CFM system will use the Transaction Set 997 to indicate whether an EDI transmission is a valid ASC X12 transaction. Validity, in this context, refers only to the transmitted transaction set's compliance with X12 standard syntax requirements, not to the semantic meaning or accuracy of the data. As a consequence, receipt of a functional acknowledgment indicating that the original transmission was free of errors does not infer the CFM system acceptance of the information transmitted.

(6) In addition to identifying syntax errors, the CFM system will also use the ASC X12 Transaction Set 997 to notify shipping activities that it received an EDI transmission and the number of transaction sets in the transmission. The CFM system will send a functional acknowledgment within one business day of receiving an EDI transmission. If a shipping activity does not receive a functional acknowledgment from the CFM system for each of its EDI

transactions, that shipper must identify the missing transactions and take the steps necessary to ensure that they are received by the CFM system.

(7) The formats for each transaction set are available from the Data Interchange Standards Association (DISA) point of contact listed in Attachment 1. DISA is the secretariat for all ASC standards.

b. Use DOD EDI Conventions. An EDI convention describes the rules for how an activity or organization will use a particular ASC X12 transaction set. In keeping with that practice, the DOD has prepared a "DOD EDI Convention" for each of the four transaction sets described above. All DOD shipping activities, along with MTMC and DFAS-IN, will follow the rules and practices detailed in those conventions when using the Transaction Sets 858, 994, 213, and 214. Shipping activities may obtain copies of DOD's EDI conventions from the DTEA.

c. Version/Release of the ASC X12 Transaction Set. Defense shipping activities will use ASC X12 Version 3 Release 1 (003010) for the Transaction Sets 858 and 997, and all transaction set interchange control envelopes, until notified otherwise. Defense shipping activities will use 003020 for the Transaction Sets 213 and 214, and the Transportation Data Coordinating Committee (TDCC), Version 2, Release 8 (T2/8), for the Transaction Set 994 until notified otherwise. The procedures for updating transaction sets are described in the next section.

d. Updating Transaction Sets and Conventions. Whenever the DOD adopts updated ASC X12 transaction sets or revises its EDI conventions, the MTMC DTEA will notify all EDI-capable shipping activities by letter of a requirement to convert to a new version/release or DOD EDI convention, and the effective date of that conversion. MTMC will give shipping activities sufficient time to implement the new standard or convention. During that time, however, the CFM system will accept both the old and new versions/ releases of the standard and conventions.

3. Communications. The DOD has obtained the services of a commercial EDI value-added network (VAN) for sending and receiving its transportation EDI transactions. Those services are available through a GSA contract with Sprint.

a. EDI Value-Added Network. Each shipping activity will make separate arrangements for using DOD's EDI VAN to communicate electronically with its DOD and commercial trading partners. The procedures for establishing communications on that EDI VAN are described in "Ordering EDI Value-Added Network Services from Sprint," which is available from the DTEA point of contact.

b. EDI Costs. Each DOD shipping activity will be responsible for all costs it incurs using the EDI VAN. Those costs, which are described in greater detail in "Ordering EDI Value-Added Network Services from Sprint," include a monthly mailbox charge, a usage-based transmission charge for all communications between it and the EDI VAN, and interconnect charges when a commercial trading partner uses another EDI VAN.

4. Initiating EDI Operations. The DOD will use IRAs to document the general conditions under which the military services and defense agencies exchange transportation information

electronically, and Trading Partner Agreements (TPAs) for defining the EDI relationships between defense activities and commercial carriers. The DTEA will centrally maintain those IRAs and TPAs in addition to acting as an EDI information clearing house for DOD Activities and commercial carriers, establishing EDI VAN connection procedures, and monitoring EDI VAN usage. Defense shipping activities will establish all EDI trading partner relationships by following the procedures described in paragraphs 4a-4c.

a. Initiate Electronic Operations with MTMC. Defense shipping activities must complete four actions before they will be permitted to transmit shipment information to the CFM system. Those actions are described below.

(1) Complete an IRA. Each military service and defense agency that wants to exchange shipment information with the CFM system will negotiate an IRA with MTMC. Those IRAs should reference the operating procedures described in these instructions, list the shipping activities targeted for EDI implementation, and be signed by representatives from the military service or defense agency and MTMC. The MTMC DTEA will retain all completed IRAs.

(2) Submit an EDI Addendum. Each shipping activity listed in the IRA will request a blank EDI addendum from the DTEA. The EDI addendum contains the administrative information needed by DOD shipping activities to establish VAN mailboxes and initiate communications with their EDI trading partners. Each shipping activity will then return two copies of the completed EDI Addendum to the DTEA, who will review the EDI Addendum and, if it is acceptable, send one copy to the CFM Program Office and retain the other copy as a file copy.

(3) Receive the CFM Program Office's EDI Addendum. Upon receiving a completed shipping activity's EDI addendum, the CFM Program Office then will send its EDI addendum to that shipping activity. The receipt of the CFM system EDI addendum will confirm that the shipping activity's EDI addendum was accepted.

(4) Test the EDI Process. After the shipping activity receives the EDI addendum from the CFM Program Office, it can begin the testing process. Testing is a necessary part of the EDI approval process. It ensures that the shipping activity can send and receive the required data electronically, following the same rules that apply to the exchange of "live," electronic shipment information.

(a) Throughout the EDI testing period, the shipping activity will continue to prepare and distribute GBLs following the procedures described in paragraph C for non-EDI-capable shipping activities. The CFM system will not accept EDI transactions as official data until the shipping activity completes a minimum of three successive, error-free shipment information transmissions following the testing procedures described below:

(b) Transmit a group of EDI shipment information transactions to the CFM system. In this first step of the testing process, the shipping activity will select a large number of previous or current shipments made by that activity and transmits a Transaction Set 858 for each of those shipments to the CFM system. A large test file will ensure a thorough test and minimize

the possibility of shipment information being rejected after the shipper is approved for "live" EDI transmissions. A copy of the GBL for each Transaction Set 858 transmitted must be forwarded to MTMC using overnight mail.

(c) Receive notification of errors. Upon receiving the historical EDI shipment information, the CFM system will verify that the information complies with the ASC X12 syntax and MTMC's application data requirements. This verification process involves two separate actions:

1 First, the CFM system translator checks transactions, data segments, and data elements for compliance with ASC X12 structure and rules. For example, a transaction set must have a valid header and trailer, and proper identification; data segments must be in the proper sequence and present if mandatory; data elements must be the proper length and use valid codes. (For more information on complying with ASC X12 syntax, call or write the DISA point of contact listed in Attachment 1 to this Appendix.) The CFM system translator will automatically return an ASC X12 Transaction Set 997 to the shipping activity. That transaction set will both identify any syntax errors and confirm receipt of the shipment information.

2 The second action in the verification process, an application data edit, identifies any errors in the transmitted data and discrepancies between the electronic record and the paper GBL. (See EDI web site at <http://alpha.lmi.org/lmi/dtedi>). If that edit uncovers any data errors, the CFM system will send an ASC X12 Transaction Set 994 describing the application errors to the shipping activity.

(d) Modify the EDI shipment information system. In the third step of the testing process, the shipping activity will modify its system to ensure that the errors identified by the CFM system do not recur. When those modifications are completed, the shipping activity will send another batch of historical shipment information transactions to the CFM system, which in turn will notify the shipping activity that it received the transaction sets and identify any errors found with the data. Following three successive, error-free transmissions to the CFM system, the DTEA Office will notify the shipping activity that the parallel paper flow is no longer required, and that it is qualified to submit electronic shipment information to the CFM system.

b. Initiate EDI Operations With Commercial Carriers. In addition to providing the CFM system with electronic shipment information, defense shipping activities will provide electronic shipment information to EDI-capable commercial carriers. Alternatively, if timeliness can be maintained, defense shipping activities can have the CFM system provide that shipment information to the commercial carrier. The electronic receipt of shipment information by the carrier should improve the accuracy of invoice information sent to DFAS-IN, and therefore, the efficiency of payment operations. A shipping activity should follow five steps when initiating EDI operations with commercial carriers. These steps are described below:

(1) Identify Potential Commercial Carrier Trading Partners. Each shipping activity will identify its current and projected carrier trading partners, particularly their guaranteed traffic carriers, and estimate likely transaction volumes.

(2) Contact the DTEA Office. Each shipping activity will provide the DTEA with the carrier information developed in the first step. The DTEA will then compare the shipping activity's carrier profile with DOD's central file of TPAs to determine if any of those carriers have already established an EDI capability with other defense activities. The DTEA will also contact the carriers on the shipping activity's list that have not completed a TPA to solicit their participation in defense transportation's EDI program. Finally, the DTEA will determine if the CFM Program Office and the military service or defense agency responsible for that shipping activity have signed an IRA, and if an EDI addendum for each shipping activity is on file.

(3) Receive EDI Addenda from the DTEA. The DTEA will send to the shipping activity copies of the EDI addenda for all carriers on the shipping activity's list that have signed TPAs on file. As the DTEA finalizes new TPAs with other carriers on the list, those EDI addenda will also be sent to the shipping activity.

(4) Distribute EDI Addenda. Upon receiving the carrier's EDI addendum from the DTEA, the shipping activity has approval to begin EDI operations with that carrier. The shipping activity will send its EDI addendum to each carrier, which should serve as the basis for discussion on how to proceed with implementation.

(5) Test the EDI Process. Shipping activities will test their planned EDI operations with the carriers to ensure the timeliness and accuracy of shipment information transmissions. They should develop the procedures for that testing jointly with the carrier trading partner. The test procedures described in paragraph 4.a.(4) may serve as guidelines for shipper-carrier testing. When testing is completed with each carrier, the shipping activity notifies the DTEA which, in turn, notifies the commercial carrier that live operations may begin.

c. Initiate Electronic Operations With Defense Consignees. Defense consignees must complete four actions before they will be permitted to receive electronic shipment information. Those actions are described below.

(1) Contact the DTEA. When defense consignees are ready to begin receiving electronic shipment information, the military service and defense agency responsible for those activities will submit a letter to the DTEA requesting the addition of those consignees to defense transportation's EDI program. That letter should list the activities targeted for implementation, a point of contact for each, and their address.

(2) Submit an EDI Addendum. The DTEA will return a blank EDI addendum for each consignee identified in the military service or defense agency letter. The EDI addendum contains the administrative information needed by DOD activities to establish VAN mailboxes and initiate communications with their EDI trading partners. Each consignee activity will then return two copies of the completed EDI addendum to the DTEA.

(3) Receive an EDI Addendum and Trading Partner Extract List. Upon receiving a completed consignee's EDI addendum, the DTEA will review the EDI addendum and, if it is

acceptable, add that consignee to the list of existing EDI capable trading partners. That list contains summary information from each accepted EDI addendum and is used by defense activities to identify and contact potential trading partners. The DTEA will return to the consignee the updated trading partner list and one copy of the completed EDI addendum, and retain the other as a file copy. The receipt of the EDI addendum from the DTEA confirms that the consignee's EDI addendum was accepted.

(4) Test the EDI Process. Defense consignees will test their planned EDI operations with shipping activities to ensure the timeliness and accuracy of shipment information trans-missions. They should develop the procedures for that testing jointly with the shipping activity trading partner. The test procedures described in paragraph 4.a.(4) may serve as guidelines for shipper-consignee testing. When testing is completed with each shipping activity, each trading partner will notify the DTEA that live operations have begun.

5. Transmitting Electronic Shipment Information. This section provides defense shipping activities with the guidance required to conduct business electronically. The general terms and conditions of Chapter 206 of the DTR will continue to apply except in the following circumstances.

a. Shipment Information Preparation and Distribution. Shipping activities with EDI capability will continue to print the GBL as required. The number of copies required is described below:

(1) The shipping activity will give the original, signed copy of the GBL to the carrier at time of freight pick-up. (A paper copy of the GBL must always accompany the shipment to serve as a shipment manifest.) Shipping activities may give the carrier additional copies, depending upon the carrier's electronic capability and other local considerations.

(2) The shipping activity will transmit an electronic GBL record to the consignee. However, if the consignee lacks EDI capability, the shipper will continue to mail the consignee copy of the GBL.

(3) The shipping activity will transmit an electronic GBL record to the CFM system using the ASC X12 Transaction Set 858 and associated DOD implementation conventions. They will follow the procedures for transmitting ASC X12 858 records to the CFM system that are presented in paragraph 5.c. When processing the multiport GBL form, refrain from mailing the memo copy to DFAS-IN.

(4) The shipping activity will transmit an electronic GBL record to the carrier. defense shipping activities should encourage carriers to receive ASC X12 Transaction Sets 858 because they reduce the number of paper copies of the GBL and improve the accuracy of invoices submitted to DFAS-IN.

(5) The shipping activity will retain a paper copy of all GBLs for documentation purposes. While the Code of Federal Regulations (CFR 101-41.006) permits defense activities to electronically store historical shipment information, a paper copy of the GBL must be retained

until legal precedents are established for the admissibility of electronic shipment information. However, defense shipping activities should develop the capability to electronically store shipment information in parallel with the paper document retention. This will allow defense shipping activities to eliminate the paper copy when legal precedents are established. The length of time that electronic shipment information records must be retained is the same as current requirements for paper GBLs.

b. Transmission Timing Requirements.

(1) Defense shipping activities will transmit electronic information to the CFM system and defense consignees within two hours of shipment. Because the CFM system uses shipment information to support the bill paying process and to maintain a central DOD transportation data base, shipping activities should ensure that all shipment information transmitted daily to the CFM system is correct. However, sensitive shipments, such as ordnance, may require immediate transmission. These requirements will be identified in separate instructional documents.

(2) The timeliness of exchanging shipment information with commercial carriers is also critical. Consequently, shipping activities should determine the timing requirements of their carrier trading partners to ensure that complete shipment information is available before carriers manually enter GBL information into their systems. This data entry, which usually occurs shortly after the shipment is loaded and moved, ultimately is used in the preparation of an invoice. As a result, carriers that receive timely and accurate shipment information from defense shipping activities should submit more accurate invoices. To satisfy the carriers' requirement for timely shipment information, shipping activities will establish mutually agreeable transmission schedules with their carrier trading partners that provide timely information without sacrificing accuracy.

c. Electronic Operating Procedures for Exchanging Information With the CFM System. Following a successful test of the EDI process, shipping activities will adhere to the procedures described below when exchanging transportation information electronically with the CFM system.

(1) Transmit Shipment Information. Following the preparation of a GBL and receipt of the shipment by a commercial carrier, shipping activities will generate an electronic shipment information record for each GBL. Within two hours of shipment, shipping activities will transmit shipment information records to the CFM system through DDN or an EDI VAN. Shipping activities will transmit those records using the ASC X12 Transaction Set 858 format, comply with established DOD guidance on the current version and release of the transaction set, satisfy the CFM system data requirements, and follow DOD conventions for use of the ASC X12 Transaction Set 858.

(a) The CFM system will access its EDI mailbox hourly and download all shipment information records received since its last communications session. Once downloaded, the CFM system EDI translator will conduct a syntax edit on every ASC X12 Transaction Set

858 and create an ASC X12 997 Functional Acknowledgment file, containing all accepted and rejected transaction sets.

(b) During the next communications session, the CFM system will transmit ASC X12 Transaction Sets 997 to the appropriate shipping activities. When creating the ASC X12 Transaction Set 997 file, the CFM system will also upload all accepted shipment information transaction sets; i.e., those that meet EDI syntax requirements, to its application system for further processing.

(2) Receive Functional Acknowledgment. During the shipping activity's next communication session, it will download all the CFM system functional acknowledgments from the EDI VAN mailbox. (The CFM system will return a functional acknowledgment for every shipment information transaction set that it receives). If the transaction set is not valid, or if it is not in compliance with ASC X12 syntax, the CFM system EDI translator will indicate rejection of the transaction when it returns a functional acknowledgment. If a shipping activity receives an ASC X12 Transaction Set 997 indicating rejection, it must correct the syntax errors and retransmit the shipment information using the ASC X12 Transaction Set 858 as soon as possible.

(3) Receive Application Acknowledgment. Once the CFM system receives a shipment information transaction set and returns a functional acknowledgment indicating acceptance, it will ensure that all of the data elements required for costing and payment are present and valid. If the shipment information passes these edit checks, the CFM system will tag the shipment "ready for costing," and create an acceptance application acknowledgment. If it does not pass the edit checks, the CFM system will tag the shipment "rejected" and create a rejection application acknowledgment. Both the acceptance and rejection application acknowledgment messages will use the Transaction Set 994. The CFM system will then transmit the Transaction Sets 994 to the shipping activity's EDI VAN mailbox in the communication session following the edit check.

(4) Receive Shipment Status Inquiry. Defense transportation's EDI operating concept calls for DFAS-IN to request a shipment information record from the CFM system for each carrier invoice that it receives. When the CFM system has not received a corresponding shipment information record, it will transmit an ASC X12 Transaction Set 213 to the shipping activity identified in the invoice. The shipping activity will then process the ASC X12 Transaction Set 213 and prepare either an ASC X12 214 or Transaction Set 858, as described below in paragraphs 5.c.(5) and 5.c.(6), below.

(5) Transmit Amended Shipment Information. Upon receipt of an ASC X12 Transaction Set 213 from the CFM system, each shipping activity will determine the status of the shipment in question. If the shipping activity either has additional information or did not send any shipment information originally, it will prepare and transmit an ASC X12 Transaction Set 858 to the CFM system. When a shipping activity is amending information already sent to the CFM system, it will use the correction notice transaction set purpose code identified in Attachment 2.



(6) Transmit Shipment Status Message. If the shipment information requested by the CFM system in paragraph 5c(4) is not available or if the shipment did not occur, the shipping activity will transmit an ASC X12 Transaction Set 214 to the CFM system. MTMC will then use that information to formulate a response to DFAS-IN and update the CFM system data base.

6. Suspending EDI Operations. Either MTMC or the shipping activity may suspend EDI operations if chronic systems problems dictate. However, if a shipping activity ignores requirements of this document, fails to correct cited deficiencies, or has a history of transmitting erroneous shipment information, MTMC retains the right to suspend EDI transactions with that shipping activity within 30 days. The suspension of EDI operations will have no effect on shipment information accepted prior to the effective date of suspension. When EDI operations are suspended, shipping activities will follow the operating procedures for non EDI-capable shipping activities described in paragraph C until they resume EDI operations.

### **C. OPERATING PROCEDURES FOR NON-EDI-CAPABLE SHIPPING ACTIVITIES**

1. Introduction. The operating procedures in this section provide non-EDI capable shipping activities with the GBL preparation and distribution requirements for use in an electronic environment. Although the DOD eventually plans to implement EDI at all shipping activities, only the largest shipping activities will have the capability to transmit shipment information electronically for some time. The DOD Comptroller has mandated that all DOD shippers will obtain the capability to use automated systems and EDI. Consequently, these procedures may be used only until the activity has transitioned to automated systems and EDI. At the close of the period for meeting this DOD requirement, these instructions will be removed from the DTR and all shipping activities must follow the instructions in paragraph B of this appendix.

2. GBL Preparation. The primary change to the operating procedures for non-EDI-capable shipping activities in an electronic operating environment is the requirement to provide DFAS-IN with a copy of the GBL. However, the format and content of the GBL needs to be consistent and compatible with the DTSPS input screens to ensure timely and accurate payment of carrier invoices. In addition, DFAS-IN will transmit information from those paper GBLs to the CFM system for costing and transportation management. (The CFM system data base will replace the Freight Information System (FINS) data base currently used by MTMC for transportation management). Consequently, shipping activities need to ensure that the GBL is prepared in accordance with the format and content provided in Attachment 2.

3. GBL Distribution.

a. Shipping activities usually distribute seven to nine copies of every GBL. While this requirement remains largely the same for non-EDI-capable shipping activities in an electronic environment, there is one important change. The memorandum copy of the GBL that is now sent to the MTMC Area Commands will not be required in an electronic environment. Instead, non-EDI-capable shipping activities will send that memorandum copy, within 24 hours of issuance to the carrier and prepared following the instructions in Paragraph C.2, to DFAS-IN. (See Attachment 1 for the DFAS-IN point of contact)

b. The timely and accurate submission of GBL information to DFAS-IN is vital to Defense Transportation's EDI Program. If DFAS-IN does not receive that information, it will not pay the carrier's invoice for that shipment. In addition, whenever DFAS-IN receives an invoice from a commercial carrier for which no GBL is available, it must contact the shipping activity to request the missing information, a time consuming and costly process. Finally, without a copy of the GBL, DFAS-IN may not be able to meet the requirements of the Prompt Payment Act, which would ultimately increase DOD's transportation costs.

## ATTACHMENT 1

### REFERENCES AND POINTS OF CONTACT

The following identifies pertinent documents and points of contact that can assist defense shipping activities in implementing procedures described in the body of this appendix:

1. Trading Partner Agreement (TPA)
2. TPA Addendum.
3. *Doing Business with DOD Using Electronic Data Interchange: An Information Package for Defense Shipping Activities.*
4. *DOD Electronic Data Interchange (EDI) Convention -- X12 Transaction Set 858, Shipment Information.*
5. *DOD Electronic Data Interchange (EDI) Convention -- X12 Transaction Set 213, Motor Carrier Shipment Status Inquiry.*
6. *DOD Electronic Data Interchange (EDI) Convention -- X12 Transaction Set 214, Motor Carrier Shipment Status Message.*
7. *DOD Electronic Data Interchange (EDI) Convention -- Transaction Set 994, Administrative Message.*
8. *A Guide to EDI Translation Software, 1992 Edition.*
9. Answers to freight EDI technical questions:

Commander  
Military Traffic Management Command  
Attn: MTIM-CF (EDI Administrator)  
5611 Columbia Pike  
Falls Church VA 22041-5050  
Telephone: (703) 756-7597  
FAX: (703) 756-1002

10. For information about the "Standard Carrier Alpha Code," (SCAC):

National Motor Freight Traffic Association, Inc.  
2200 Mill Road, Alexandria VA 22314  
Commercial Telephone: (703) 838-1832

11. For general or technical information about the "ASC X12 transaction sets":

Data Interchange Standards Association, Inc.  
ANSI X12 Secretariat  
1800 Diagonal Road, Suite 355  
Alexandria VA 22314-2852  
Telephone: (703) 548-7005  
FAX (703) 548-5738

12. For placing orders for ASC X12 transaction sets and customer service:

EDI Support Services, Inc.  
P.O. Box 203  
Chardon OH 44024-0203  
Telephone: (800) 334-4X12  
FAX: (216) 286-6817

13. For information about electronic or paper operating procedures, or assistance with implementing EDI:

Defense Finance and Accounting Service Indianapolis Center  
Attn: Transportation Operations Directorate  
Systems Management Office  
(DFAS-IN-TA)  
Indianapolis IN 46249-0606  
Telephone: (317) 542-2471  
FAX: (317) 543-7829

## **ATTACHMENT 2**

### **DEFENSE FINANCE AND ACCOUNTING SERVICE, INDIANAPOLIS CENTER** **(DFAS-IN) GOVERNMENT BILL OF LADING DATA REQUIREMENTS --** **PREPARATION FORMAT**

This attachment describes the changes to the GBL document required by the DFAS-IN for input and payment in an electronic operating environment. These GBL requirements represent currently approved guidance and procedures. The guidance is provided by the block number from the GBL form. Each change is followed with an example. While not mandatory for all GBLs, these requirements must be included when applicable to the shipment.

#### **A. INSTRUCTIONS FOR USING GOVERNMENT BILL OF LADING (SF 1103)**

BLOCK 1. TRANSPORTATION COMPANY TENDERED TO. The full name of the initial line-haul carrier will be shown. If insufficient space, abbreviations may be used.

Example: OVERNITE TRANSPORTATION COMPANY

BLOCK 2. SCAC. The Standard Carrier Alpha Code (SCAC) of the line-haul carrier in Block 1 will be shown.

Example: OVNT

BLOCK 3. DATE B/L PREPARED. This date represents the date in which the bill of lading was prepared. This date is assigned by the Transportation Officer at the time of B/L creation.

Example: 930623

#### **BLOCK 4. ROUTE ORDER/RELEASE NUMBER.**

a. General. The Route Order (RO) or Export Traffic Release (ETR) number, as appropriate, will be shown. The RO number is required for all MTMC-routed shipments.

b. Route Order Number. Enter the RO number provided by MTMC. The RO number is a ten position alpha/numeric string and is located on the hard copy DD Form 1085 (Domestic Route Order Request/Release) or the electronic shipment response for shipments moving under non-guaranteed and non-negotiated rates. The RO number is located on the GT award letter for shipments moving under GT rates and on the negotiated RO for shipments moving under negotiated rates.

c. Domestic Emergency Routings. In emergencies, when a domestic shipment is routed under the provisions of the DTR paragraph 201H., show the numerical designator for Deployment Support Command as follows: Deployment Support Command First position

codes Deployment Support Command Code: 1 Deployment Support Command (Foreign Military sales shipments) Code: 2, preceding one of the codes listed below. (Example: An emergency routing shown as “A,” indicates that the shipper was unable to contact Deployment Support Command during off-duty hours). The emergency routing authority codes and explanations are as follows:

<u>Code</u>	<u>Explanation</u>
-------------	--------------------

- |   |   |
|---|---|
| A | Shipper unable to contact MTMC area command during area command off-duty hours. |
| B | MTMC area command failed to respond to shipper’s urgent request within 4 hours. |
| C | MTMC area command could not be contacted because of communications failure.     |

d. Export Routings. ETRs will not be altered or canceled by other than the appropriate MTMC area command.

(1) When an ETR number has been assigned and a Domestic and/or Standing Route Order number is also applicable to the movement, only show the ETR number.

(2) When two or more ETRs are combined on a single GBL, the MTMC area command issuing the ETRs will designate the ETR number to be shown.

e. Excepted Routing Authority. Enter the letter “F” for perishable subsistence shipments routed under an exemption granted by the Commander, MTMC.

f. Emergency Procedure - Permits. Show the DOD emergency permit (MTMC RO or ETR number containing the emergency identification prefix “DD”) and, when assigned, the ICC, commercial carrier, or military embargo permit authorization.

## BLOCK 5. DESTINATION.

a. Enter the DODAAC or Contractor and Government Entity (CAGE) on the same line as the block title. Enclose the data in parenthesis. The DODAAC should be six characters long. The CAGE should be five characters long.

Example: 5. DESTINATION (Name, address and ZIP code) (W15LPQ)

b. Enter the clear text address below the block description. Instructions contained in the Transportation Facilities Guide’s (TFG’s) designate, according to the mode of transportation utilized, the city, town, or point, official post office state abbreviation, and zip code to be shown. For consignees not listed in the guides and when precise information is not contained in the requisition or other shipping directives, advice and assistance may be obtained from local representatives or carriers, the destination transportation officer, or the appropriate MTMC area command. When there are two or more cities or towns of the same name in a state, the name of

the county in which the destination is located must also be shown. If insufficient space, abbreviations may be used.

**BLOCK 6. SPLC (Dest).** Look up the destination Standard Point Location Code (SPLC) in the Continental Directory of Standard Point Location Codes (NMF 102H and subsequent issues thereof). In Block 5 enter the nine-digit SPLC for the point. When the NMF 102H indicates a valid six-digit SPLC, add three zeros to the right of the SPLC to satisfy the nine-digit requirement.

Example: MOT Sunny Pt. IN 409469250

Example: Sunny Pt NC  
409469 would be entered as 409469000

**BLOCK 7. SPLC (Orig).** Look up the origin SPLC in the Continental Directory of Standard Point Location Codes (NMF 102H and subsequent issues thereof). Enter the nine-digit SPLC for the point in Block 8. When the NMF 102H indicates a valid six-digit SPLC, add three zeros to the right of the SPLC to satisfy the nine-digit requirement.

Example: Crane AAA, IN 376123250

Example: Crane, IN  
(125 would be entered as 376125000)

**BLOCK 8. ORIGIN.**

a. Enter the DODAAC or CAGE on the same line as the block title. Enclose the data in parenthesis. The DODAAC should be six characters long. The CAGE should be five characters long.

Example: 8. ORIGIN (Name, address and ZIP code) (N67004)  
(Enter the clear text address below the block description)

b. When such point is outside the switching district, the name of the carrier's station, name of military installation, or name of industry, as the case may be, will be shown. If insufficient space, abbreviations may be used.

c. Enter the clear text address below the block description. Instructions contained in the TFG, according to the mode of transportation utilized, the city, town, or point, official post office state abbreviation, and zip code to be shown. For consignees not listed in the guides and when precise information is not contained in the requisition or other shipping directives, advice and assistance may be obtained from local representatives or carriers, the destination transportation officer, or the appropriate MTMC area command. When there are two or more cities or towns of the same name in a state, the name of the county in which the destination is located must also be shown. If insufficient space, abbreviations may be used.

#### BLOCK 9. CONSIGNEE.

a. Enter the DODAAC or CAGE on the same line as the block title. Enclose the data in parenthesis. The DODAAC should be six characters long. The CAGE should be five characters long.

Example: 9. CONSIGNEE (Name, address and ZIP code) (W15LPQ)

b. Enter the clear text address below the block description. Instructions contained in the TFGs, according to the mode of transportation utilized, the city, town, or point, official post office state abbreviation, and zip code to be shown. For consignees not listed in the guides and when precise information is not contained in the requisition or other shipping directives, advice and assistance may be obtained from local representatives or carriers, the destination transportation officer, or the appropriate MTMC area command. When there are two or more cities or towns of the same name in a state, the name of the county in which the destination is located must also be shown. If insufficient space, abbreviations may be used.

c. The destination or official title of consignee and the official name of the installation or activity will be shown in accordance with particular shipping instructions. When the consignee's post office address differs from the destination (Block 5), address will be added in parentheses. Other information, such as government department or whether plant or warehouse delivery, will be shown when appropriate. When shipment is consigned for transshipment or final delivery to other than the consignee, the word "For" and appropriate additional information will be shown in Block 15, "Marks and Annotations." If insufficient space, abbreviations may be used.

BLOCK 10. GBLOC (Cons). Enter the appropriate Government Bill of Lading Office Code (GBLOC) assigned to the consignee (Block 9). If no GBLOC is assigned to the consignee, enter "IOOI" (eye-o-o-eye). When the shipper uses IOOI, he should notify consignee that they need to apply for a GBLOC. The consignee should refer to Chapter 206, page 206-9, paragraph J, of the DTR for instructions to apply for a valid GBLOC.

Example: BKAH

#### BLOCK 11. SHIPPER.

a. Enter the DODAAC or CAGE on the same line as the block title. Enclose the data in parenthesis. The DODAAC should be six characters long. The CAGE should be five characters long.

Example: 11. SHIPPER (Name, address and ZIP code) (N67004)

b. The name of the shipping establishment will be shown, except when a bill of lading is issued to a contractor or other authorized shipper to cover a shipment from another point. In



such instances, the name of the actual shipper will be shown. If insufficient space, abbreviations may be used.

c. Enter the clear text address below the block description. Instructions contained in the TFG, according to the mode of transportation utilized, the city, town, or point, official post office state abbreviation, and zip code to be shown. For consignees not listed in the guides and when precise information is not contained in the requisition or other shipping directives, advice and assistance may be obtained from local representatives or carriers, the destination transportation officer, or the appropriate MTMC area command. When there are two or more cities or towns of the same name in a state, the name of the county in which the destination is located must also be shown. If insufficient space, abbreviations may be used.

**BLOCK 12. APPROPRIATION CHARGEABLE.** If a GBL is charged to a single appropriation, enter the appropriation number and the total weight charged to that appropriation. If a GBL is charged to multiple appropriations, enter “SEE CONTINUATION SHEET” in BLOCK 12. On the continuation sheet, list each unique appropriation number and its corresponding appropriation chargeable weight. The list should be clearly marked “BLOCK 12 APPROPRIATION CHARGEABLE”. An appropriation may be substituted with an MDC, TAC, or ATAC, as appropriate. See Attachment 4 for a description of the appropriation number breakdown and format (attached).

Example:

	Appropriation	Chargeable Weight
21 3	2020 0000 0 32 0 1824 7280 1015 2231 012121 US 123456	15000
97 X	4930 5BCD 0 00 0 0001 0349 0000 2200 033181 US 789012	25000
97 X	8242 J001 0 00 0 0063 VIPO 0100 2231 001021 US 345678	5000
57 3	3400 0000 3 47 0 8000 1885 9207 4630 503000 US 912345	2000

Summing the chargeable weight of all appropriation numbers should equal the total chargeable weight of the shipment.

**BLOCK 13. BILL CHARGES TO.** Show the official designation and address of the disbursing office responsible for payment of charges. When transportation charges are to be paid directly to a carrier by a government agency other than the shipper agency, show the name of the department and the office responsible for payment of charges. When more than one office is responsible for payment of charges, the office responsible for the preponderance of weight listed on the GBL will be shown as the disbursing office.

Example: DEFENSE FINANCE AND ACCOUNTING SERVICE  
INDIANAPOLIS CENTER  
DIRECTORATE FOR TRANSPORTATION PAYMENTS  
8899 EAST 56TH STREET  
INDIANAPOLIS IN 46249-0611

BLOCK 14. VIA.

- a. Enter the interline sequence number, the SCACs and the interline SPLC. The SCACs provided in the RO or export release routing instruction will be shown in the “VIA” space of the GBL. Use only carriers who possess a valid SCAC identifier.
- b. The interline sequence number begins with 1 and describes the order of the carrier routing. Do not include the origin carrier. If the list includes more than one interline carrier, write SEE CONTINUATION SHEET in this block and list all interline carrier’s on the continuation sheet. The list should be clearly marked “BLOCK 14 VIA”.

Example:     1 UP 191470250  
              2 CSXT 652312342

BLOCK 15. MARKS AND ANNOTATIONS.

- a. When required by regulation, directives, carriers’ tenders/tariffs or Federal or State regulations, the following additional information will be shown in this space. If any of the following information does not fit in Block 15, enter “SEE CONTINUATION SHEET” in BLOCK 15, and list the information on the continuation sheet. The list should be clearly marked “BLOCK 15. MARKS AND ANNOTATIONS”.
- b. List accessorial and protective services in BLOCK 15 as shown in table format below. Use the X12 accessorial and protective service codes listed in Attachment 4 of this appendix.

Example:

Service Code	Units	Qualifier	Information	Service Description
SRT			35 mph	Restricted Speeds
CHN	5	EA		Chains and Binders
MES	3	NV		Escort (standard)
	6	PR		
PUD	4	TH		Pickup/Delivery
	2	DR		

The service code must appear for all services ordered. The units, qualifier, additional information, and service description should be included when applicable and available.

- c. Shipments for Other Than Billed Consignee or For Transshipment. Show the word “For” preceding the designation or name (full name or activity address code) of the ultimate receiver and destination. Also, enter all applicable information, such as consignee number, shipment number, priority symbol, or requisition number.

d. Transportation Priority. When a shipment is subject to the MILSTRIP, the Transportation Priority (TP) (1, 2, or 3 as applicable) will be shown prefixed with the letters "TP". The TP shown will be that applicable to the Issue Priority Designator (IPD) assigned to the shipment or the same Issue Priority Group. When the shipment consists of two or more items or shipment units, the TP to be shown will be for the block of shipment unit requiring the most expeditious service.

e. Desired/Required Delivery Date. Enter either the Desired Delivery Date (DDD) or the Required Delivery Date (RDD). The purpose of a DDD is to indicate to the carrier that delivery is desired on the date specified, and to provide a means for evaluating carrier performance. However, the DDD alone neither constitutes a legal implication that delivery must be made on the date specified, nor implies that special carrier services resulting in additional cost to the government will be performed or provided. Show only one DDD. Use the YYMMDD format. If expedited services are required, enter the RDD. Show only one RDD. Use the YYMMDD format.

Example:     DDD = 930603  
               RDD = 940223

f. TOFC Shipments. When separate GBLs are used for the pickup and/or delivery and line-haul portions of the shipment (TOFC Plans 11 1/4 and 11 1/2), cross-reference each GBL with the other GBL numbers used in the shipment.

g. Other Information. Other additional information or instructions to be shown, e.g., lighterage, refrigeration, icing, heaters, or similar requirements when service is necessary.

h. Narcotics. The export permit number issued by Bureau of Narcotics.

i. RIN. Enter all clear text Routing Instruction Notes (RIN) and their corresponding RIN numbers. The RIN number should precede, in parentheses, the clear text instruction of each note.

Example: (111) "Shipper to load, consignee to unload"

j. CBL. Enter the CBL number. Include if GBL has been converted from a CBL.

Example: CBL123456

k. If additional space is needed for annotations, the "Description of Articles" space (Block 18), the continuation sheets will be used.

**BLOCKS 16-19. SHIPMENT DETAIL INFORMATION.** Use blocks 16 through 19 to describe four sets of information. Starting on the cover sheet of the GBL, first enter hazardous material information, second enter shipment totals information, third enter commodity summary information, and finally enter line item information. If you fill up the space on the cover sheet,

continue entering the information on the CONTINUATION SHEET. The information should be clearly marked with the appropriate block number.

BLOCKS 16-19. HAZARDOUS MATERIALS INFORMATION SET. Applicable only if you move hazardous material, the following set of information must appear on the cover sheet of the GBL. If you are not conveying hazardous material, go the Shipment Totals Information Set and begin entering that information on the cover sheet.

Block 16. (NOT USED)

Block 17. When hazardous material (HM) and non-hazardous materials are described on the same GBL, the hazardous material description must be entered first. The description for HAZMAT in Block 18 will be preceded by an "X" or IIRQII (as appropriate).

Block 18. Hazardous material subject to DOT regulation will be described in this block. The description will be in accordance with regulations and directives governing the movement of hazardous material on a GBL.

Block 19. (NOT USED)

BLOCKS 16-19. SHIPMENT TOTALS INFORMATION SET. Applicable only if you convey multiple line items, calculate and enter this information on the cover sheet of the GBL after any hazardous material information. If you fill up the space on the cover sheet, continue entering the information on the CONTINUATION SHEET.

Block 16. (NOT USED)

Block 17. (NOT USED)

Block 18. Identify categories for freight, pallet/skid/platform, net, tare, and gross weights when they apply to the shipment. Carry weights associated with these categories in Block 19 below.

Block 19. List the weights that correspond to the categories identified in Block 18 above.

Example 1.

18. Description of Articles	19. Weight
Freight =	9,700
Pallet =	50
Net =	9,750

BLOCKS 16-19. COMMODITY SUMMARY INFORMATION SET. Applicable only when conveying multiple line items of mixed commodities, calculate and enter this information immediately following shipment totals information. When possible, this information should

appear on the cover sheet of the GBL. If you fill up the space on the cover sheet, continue entering the information on the CONTINUATION SHEET.

Block 16. (NOT USED)

Block 17. (NOT USED)

Block 18. Enter the commodity summary information. Enter the total freight weight for each commodity. Finally, enter the total pallet/skid/platform weight for the entire shipment.

Rail Example:

Commodity Code and Sub-Element	Freight Quantity	Quantity Qualifier
U05901	20,000	LBS
Dunnage	500	LBS

Motor Example:

Commodity Code and Sub-Element	Freight Quantity	Quantity Qualifier
999912	3,000	LBS
99991301	8,000	LBS
14570201	70,000	LBS
14570209	500	GAL
Pallet	400	LBS

Block 19. (NOT USED)

BLOCK 16-19. LINE ITEM INFORMATION. Describe each line item in the shipment. If stop-offs are applicable to the shipment, enter a stop-off address and immediately follow that address with all line items for that stop. When conveying only one line item with a GBL, total all weights of the line item (freight, example pallet/skid/platform) and enter the result of that calculation on the cover sheet of the GBL, in place of the shipment totals information set described above.

Block 16. Show the number of packages or containers, kind of package (for example: barrels, boxes, or crates) in the spaces provided. When articles are shipped on strapped pallets, show the number of containers or loose items on each pallet (for example: 6 pallets of 24 boxes each). Do not show the number of articles or inner containers in any box, barrel, crate, or other receptacle. Except for shipment of bulk freight (such as coal, gravel, scrap, etc.), show the number of pieces or units in this block when articles are shipped TSUloose. Refer to Attachment 4 for a list of valid package codes. For CFM generated GBLs, information should be entered in BLOCK 18, Description of Articles.

Example: 20 BX

Block 17. When a line item consists of hazardous material, the description in Block 18 will be preceded by an “X” in this block.

Block 18.

a. Line Item Description. Enter the proper freight description and classification item for each article, identified as to UFC, NMFC, or DOD-unique. The UFC item number will be used to identify articles shipped by rail. The UFC item number should always begin with a “U.” The NMFC item number will be used to identify articles shipped by all other modes. DOD-unique classification will be used to identify articles shipped using a DOD-unique commodity code. See Attachment 4 for a list of those commodity codes. When a shipment consists of only one commodity, even when multiple listings of the same UFC, NMFC, or DOD-unique are shown, the freight classification number will be shown in the “Classification Item No.” block. Otherwise, the “Classification Item No.” should be utilized. In addition, enter the Transportation Control Number (TCN) for each line item following the MILSTAMP format. Enter the project code for each TCN if applicable.

b. Cube, Density, and Dimensions. When a carriers’ tariff or tender rates are dependent on the cube, density, dimension, or type of material, such information will be shown.

c. Freight All Kinds (FAK). When it is determined that a Freight All Kinds (FAK) rate is advantageous to the government, enter the term “Freight All Kinds.” Refer to Attachment 4 for a list of valid DOD FAK commodity codes. Except as otherwise provided, for MILSTRIP shipments, supporting documents which show the actual contents of shipments will be adequately identified in this block in lieu of listing and describing each article shipped. Supporting documents will be retained by the issuing office.

d. Continuation Sheets. Use continuation sheets whenever the designated space of the basic GBL set is insufficient to list the articles constituting the entire shipment and other required information as prescribed above. Reserve sufficient space on the GBL to show the total number of continuation sheets used, the total weight shown thereon, the total number of units of equipment and the total weight of the entire shipment. Also show the total weight of pallets and dunnage.

Block 19. Weight. Enter four types of measurement date in Block 19.

a. Listing Estimated Weights. When a reliable weight cannot be determined before shipment, an “Estimated” weight will be shown. In this case, the bill of lading will show “Estimated weight; weigh and correct.”

b. Listing Weights on GBLs. Opposite the description of articles and number of packages, there will be shown separately the aggregate weight in pounds of the total number of each different kind of loose piece, package, or container of the different kinds of articles. Do not enter the word “pounds” or any abbreviation or symbol for pounds. Make reference to minimum

weights only when specified in ROs or ETRs. When more than one weight is indicated in this block, show the sum of all weights identified by the word “total”.

c. Listing Weight of Pallets, Platforms, Skids, and Dunnage. Many tariffs make certain allowances for the transportation of pallets, platforms, skids, and dunnage used in connection with the movement of a shipment. However, to be accorded these allowances, it is necessary that the weight of these items be shown on the bill of lading separately from the weight of the freight being shipped, and also separately from the weight of any dunnage or other similar material.

d. Cubic Measurement. Always round this measurement up to the nearest whole number.

(1) Shipments Consigned to Water Ports. When shipments are to be loaded on vessels or consigned to ports for later movement by water, the total measurement of the shipment in cubic feet will be shown on the GBL. When a shipment is made up of a number of items, the cubic measurement for each item, or group of items, and the total cube measurement of all items will be shown. If the number of items in the shipment is insufficient to require continuation sheets, the total cube measurement of all items will be shown in the lower right hand portion of the “Description of Articles” block of the GBL.

(2) Shipment by Motor Carrier. In addition to the provision above, when shipments are forwarded by a motor carrier and transportation charges are based on cubic measurement or density per cubic foot, show the total measurement in cubic feet of the material loaded in or on the vehicle on the GBL. When a shipment is made up of a number of items, the cubic measurement for each item, or group of items, and the total number of cubic feet will be shown.

(3) Shipments by Air. When shipments are forwarded by air freight or air freight forwarder, show the aggregate cubic measurement and, in addition, list the weight and cubic measurement of each piece or package separately in the “Description of Articles” block. For the purpose of determining cubic measurements, the greatest dimension of length, width, and height will be used.

(4) Shipment by Rail. When a car of greater length than ordered is loaded to capacity with a commodity subject to Rule 34 of the UFC and the actual weight does not meet or exceed the minimum weight provided for the car furnished, check the “YES” block in Block 21 (Vehicle Fully Loaded) and show the cubic dimension in the “Description of Article” block on the GBL.

## BLOCK 20. TARIFF/SPECIAL RATE AUTHORITY

a. Tariffs. When, in connection with MTMC-routed traffic, the MTMC routing office has advised the shipper as to the applicable tariff, such information will be annotated on the original and all copies of the bill of lading in the space marked “Tariff/Special Rate authority” (C/L-T/L or Vol. only). The applicable tariff will be identified by entering the appropriate SCAC

assigned by the SCAC directory for the authority issuing the tariff, followed by the tariff number (excluding the suffix).

b. Special Rate Authorities. When any shipment, regardless of quantity, is subject to a special rate tender or other special arrangement for free, special, or contract rates, an identifying reference to the tender or contract will be shown on the original and all copies of the bill of lading. When more than one identifying reference is included on the tender or contract, the first listed identifying reference will be shown. Such information will be annotated in the space marked "Tariff/Special Rate Authority" (C/L-T/L or Vol. only). The applicable tender will be identified by entering the appropriate SCAC assigned by the SCAC directory for the authority issuing the tender, followed by the tender number including the supplement number if applicable.

c. Format. Separate the SCAC and tender/tariff number with space.

Example: CFWY 600250

#### BLOCK 21. PICKUP SERVICE FURNISHED.

a. Except as provided below, when pickup service is furnished by the carrier, the block indicated by a "YES" will be checked for all modes of transportation and initialed by any authorized person having knowledge of the facts. **EXCEPTION:** For rail or piggyback shipments, this block will be checked only when the carrier furnishes a highway vehicle for movement of the shipment from the shipping activity to carrier's terminal.

b. Required Endorsement. When required pickup service (including multiple pickup) for which a tender or tender charge applies is performed by the carrier at the request of the shipper, place the following additional endorsement on the GBL:

Pickup Service was Requested of and Performed by \_\_\_\_\_  
(Carrier's Initial)

\_\_\_\_\_, \_\_\_\_\_  
(Number) (Stop(s) Made In Accompanying Pickup)

\_\_\_\_\_  
(Name of Person Ordering Service)

This endorsement will be shown in Block 15, "Marks and Annotations" on the GBL and must be signed by or for the person ordering the pickup service. If additional space is needed, print "SEE CONTINUATION SHEET" and enter this information on the continuation sheet, clearly labeled with the block number.

c. Vehicle Fully Loaded. When a shipper loads a car or truck to its full visible capacity or to its weight carrying capacity, the block indicated "YES" will be checked and initialed by any authorized person having knowledge of the facts. When this situation arises and multiple cars or trucks are used, the statement "Loaded to Capacity" and the dimensions or cubic



measurement of the loaded space of each car or vehicle will be shown in the “Description of Articles” block.

BLOCK 22. CARRIER WAY/FREIGHT BILL NO. AND DATE. If available enter the carrier waybill or freightbill number and the bill date enclosed by parenthesis.

Example: 22605(930603)

BLOCK 23. STOP THIS SHIPMENT AT--STOP-OFF TO COMPLETE LOADING. Enter the stop-off sequence number, stop-off reason code, and the nine-digit SPLC for each address. If the stop-off information does not fit in BLOCK 23, enter “SEE CONTINUATION SHEET” in BLOCK 23, and list the stop-off sequence, stop reason, SPLC, and code on the CONTINUATION SHEET. Clearly mark the information with “BLOCK 23 STOP-OFFS”. The stop-off reason code can be UL for unload or LD for load. See Block 16- 19, Line Item Information, for an explanation of line-item and stop-offs. Continuation sheet can be used to include “in the clear” addresses for each stop-off.

Example: 1 UL 147225090

BLOCK 24. FURNISH INFORMATION ON CAR/TRUCKLOAD/CONTAINER SHIPMENTS.

- a. Initial and No. When other than a rail car, motor vehicle, or container is used, cross out the words “Car/Truckload/Container” shown in the printed space on the GBL and substitute the appropriate term, such as “plane” or “barge” to fit the mode of transportation. When carrier equipment is not identified by initials and numbers, show the word “NONE”.
- b. More Than One Unit of Equipment. Data will be shown separately for each unit of equipment. When so identified, show the initials and number of each unit of equipment preceding such data in “Description of Articles” block.
- c. Planeload Shipments. On planeload shipments show the aircraft initial and number.
- d. Container Shipments. On container shipments also show the seal numbers applied to the container(s).
- e. Seal Numbers. Show the ownership and numbers of seals applied by carriers or shippers to carrier equipment. When more than one transportation unit is covered by the GBL, indicate the identify of seals applied to each unit. If seals are applied to carrier equipment for the primary purpose of denying access to the shipment for security or other special reasons, annotate the GBL in Block 15: “DO NOT BREAK SEALS EXCEPT IN CASE OF EMERGENCY OR UPON APPROVAL OF THE CONSIGNOR OR CONSIGNEE. IF FOUND BROKEN, OR IF BROKEN FOR EMERGENCY REASONS, CARRIER TO APPLY SEALS AS SOON AS POSSIBLE AND IMMEDIATELY NOTIFY BOTH THE CONSIGNOR AND CONSIGNEE.”

f. Length/Cube.

(1) For “TYPE OF EQUIPMENT ORDERED,” enter the three-digit equipment code from Attachment 4 of this appendix. This must be accompanied by either length or cube capacity of the equipment. (Example: Line 1 = AV3, Line 2 = 53’) If the shipment involves more than one piece of equipment, enter “SEE CONTINUATION SHEET” in BLOCK 24 and list the equipment information on the continuation sheet.

(2) For “TYPE OF EQUIPMENT FURNISHED,” enter the three-digit equipment code from Attachment 4 of this appendix. This must be accompanied by either length or cube capacity of the equipment. (Example: Line 1 = AV3, Line 2 = 53’) If the shipment involves more than one piece of equipment, enter “SEE CONTINUATION SHEET” in BLOCK 24 and list the equipment information on the continuation sheet. Clearly label the information with “BLOCK 24 EQUIPMENT INFORMATION”.

Example:

<u>Initials &amp; Nos.</u>	<u>Seal Numbers</u>	<u>Length/Cube</u>		<u>Marked/Capacity</u>		<u>Date Furnished</u>
		<u>Ordered</u>	<u>Furnished</u>	<u>Ordered</u>	<u>Furnished</u>	
CSXT	124688	KF1	KF2			920910
	159864	60'	89'	123,000	155,000	

g. Marked Capacity. When a rail car is ordered and furnished, the capacity ordered and furnished will be shown in the block provided. When a motor vehicle or barge is ordered, these blocks will be completed only when the equipment of a specific capacity is ordered.

h. Date Furnished. Enter the date the rail car, motor vehicle, aircraft, container, or barge was furnished. Use the YYMMDD format.

BLOCK 25. CARRIER’S PICKUP DATE. Show year, month, and day carrier accepted the shipment. This date serves as the basis for determining when carrier’s responsibility for the shipment begins. Use the YYMMDD format.

Example: 930604

BLOCK 26A. SIGNATURE OF AGENT. Consignor will assure that the individual who accepts the shipment for the line-haul carriers (whether that individual be a designated agent, truck driver, etc.) manually signs the GBL in the space marked “Signature of Agent,” upon acceptance of the shipment.

BLOCK 26B. PER. If the agent’s name is signed by his authorized representative, the initials of the representative must appear under the heading “PER”.

BLOCK 27. MODE. Enter the X12 transportation mode code from Attachment 4 in this appendix.

Example: B

BLOCK 28. ESTIMATE. Enter the estimated transportation charges, rounded to the nearest dollar, for all shipments. This is a required field. If it is left blank, the GBL invoice will be rejected by the DOD payment center until the T.O. issues a GBL correction notice.

BLOCK 29. NO. OF CARLOADS/TRUCKLOADS. The total number of units of equipment used will be shown. When only one unit of equipment is used, the number “1” will be shown.

BLOCK 30. TYPE RATE. On MTMC-routed traffic only, enter the appropriate X12 type of rate code as listed below:

<u>X12</u>	<u>DOD</u>	
<u>Code</u>	<u>Code</u>	<u>Description</u>
QUO	1	Section 10721 Tender Quotation Rate
C	2	Commodity or Volume-Tariff Rate
Y	3	Exception Rating
L	4	Class Tariff Rate
A	5	All Other Types of Rates
Z	9	Not Identifiable

BLOCK 31. PSC. Enter the highest protective service code in this block. Shipments requiring transportation protective services during transit must show the appropriate X12 transportation protective service codes. See Attachment 4 of this appendix for the service code list.

BLOCK 32. REASON. When shipping, receiving, or carrier instructions require MTMC to furnish routing instructions containing other than the lowest cost route, the MTMC routing authority will include the appropriate reason code and the difference in cost in the RO or ETR. When the reason code and the difference in cost are shown in the RO or ETR or when the applicable routing instructions contain alternate routes and a route other than the lowest cost route is used, enter the appropriate reason code and difference in cost in this block. Also, when shipping, receiving, or carrier instructions require TOs to use a route which is other than the lowest cost route, enter the appropriate reason code in the manner prescribed above when the difference in cost is more than \$50. For valid reason codes, see Attachment 4 of this appendix.

BLOCK 33A. ISSUING OFFICE. The official name and address of the installation or activity at which the GBL is issued will be shown. When continuation sheets are used, show the name and location of the issuing office in the space provided for “Department or Establishment and Bureau or Service” and “Location.” If insufficient space, abbreviations may be used.

BLOCK 33B. GBLOC. The official GBLOC of the installation or activity at which the GBL is issued will be shown in this block. If the issuing office’s GBLOC is unknown or not available, contact HQ MTMC at (703) 681-6000 or DSN 761-6000 for a GBLOC.

Example: AGSK

BLOCK 33C. ISSUING OFFICER. The name and title of the issuing transportation officer will be shown.

BLOCK 33D. CONTRACT/PURCHASE ORDER NO. When a shipment is covered by a contract, purchase order, or other procuring document, enter the number of this document in this space.

BLOCK 33E. DATED. Show year, month, and day the contract, purchase order, or other authority must be shown. Use YYMMDD format.

BLOCK 33F. F.O.B. POINT NAMED IN CONTRACT. When the terms of the contract provide that transportation is at Government expense from a specified F.O.B. point, such point and SPLC will be shown.

BLOCKS 34A - 34G. To be completed by delivering carrier.

**B. INSTRUCTIONS FOR USING GOVERNMENT BILL OF LADING CORRECTION NOTICE (SF 1200)**

1. When distribution of the GBL has been made and transportation charges are affected by an alteration or correction, an SF 1200 will be prepared by the issuing officer or designee. The SF 1200 will be prepared to make corrections that affect the transportation charges when the issuing officer (or designee) has determined that there is a recoverable amount. The issuing officer will issue an SF 1200, regardless of that value of the recoverable amount.

2. The blocks on SF 1200, identified below by their title and number, will be completed as follows:

UNNUMBERED. DATE NOTICE PREPARED. Enter date the SF 1200 is prepared. Use format YYMMDD.

BLOCK 1. GBL NUMBER. Enter the prefix symbol and serial number of the GBL being corrected. Only one GBL will be corrected on each SF 1200.

BLOCK 2. DATE GBL WAS ISSUED. Enter the issue date shown on the GBL being corrected. Use the YYMMDD format.

BLOCK 3. TOTAL WEIGHT SHOWN ON GBL. Enter total weight shown on GBL. This total will include the weight of the pallets, skids, dunnage, etc., as applicable.

BLOCK 4. ORIGIN. Enter name of shipping point shown on GBL. This will be the point at which the origin transportation company actually took possession of the shipment.

BLOCK 5. DESTINATION. Enter destination information shown in the GBL.

BLOCK 6. ROUTE. Enter route shown in the “via” block on the GBL. Leave blank if no route is shown on GBL.

BLOCK 7. ISSUING OFFICE. Enter name of the activity issuing GBL. Enter the GBLOC.

BLOCK 8. TO. Enter name and address (including ZIP code) of activity to which the original SF 1200 is to be sent.

BLOCK 9. PAYMENT DATA. Self-explanatory.

BLOCK 10. FROM. Enter name and address (including ZIP code) of activity issuing the SF 1200.

BLOCK 11. BILL OF LADING NOW READS.

a. Enter information from the GBL which is to be corrected. If SF 1200 is issued to include information omitted from the GBL, enter the words “Information Omitted” in this block.

b. If there is a change in the “ESTIMATED CHARGES” for a GT GBL, enter the original charge.

Example: BLOCK 28 READS: {charge}

**BLOCK 12. CORRECT BILL OF LADING TO READ.**

- a. Enter information to be shown on the corrected GBL.
- b. If a diversion/reconsignment applies, enter the locations here.

Example:

**DIVERSION/RECONSIGNMENT:**

Diversion/Reconsignment from SPLC = {nine-digit SPLC}

Diversion/Reconsignment to SPLC = {nine-digit SPLC}

Accessorial code ‘RC’ applies.

c. If there is a change in the “ESTIMATED CHARGES” for a GT GBL, enter the adjusted charge.

Example: BLOCK 28 SHOULD READ: {adjusted charge}

**BLOCK 13. AUTHORITY FOR CORRECTION.** Enter any information which justifies the correction. This may be the applicable tariff, tender or classification item number, regulatory reference, etc. In the absence of specific authority, enter one or more of the paragraph numbers in this section as appropriate.

**BLOCK 14. REMARKS.** Include TENDERED TO CARRIER SCAC from the original GBL.

a. When a SF 361 (Transportation Discrepancy Report) has been issued against the GBL being corrected, enter File Reference Number of the SF 361.

b. This block may be also used for other remarks, as appropriate.

**BLOCK 15. INFORMATION COPY.** Enter name and address (including ZIP code) of all recipients of SF 1200, excluding addressee shown in the block titled “TO” and the issuing activity shown in block titled “FROM.”

**BLOCK 16. SIGNATURE AND TITLE OF INITIATING OFFICIAL.** Self-explanatory.

**BLOCK 17. CARRIER REPRESENTATIVE’S SIGNATURE.** Self-explanatory.

### **ATTACHMENT 3**

#### **DEFENSE FINANCE AND ACCOUNTING SERVICE--INDIANAPOLIS CENTER (DFAS-IN) GOVERNMENT BILL OF LADING DATA REQUIREMENTS CODE LISTS**

A shipper will use this attachment to determine code values for specific blocks on the GBL.  
Those blocks include:

BLOCK 12	Appropriation Code Software
BLOCK 15	Marks and Annotations
BLOCK 16	Packages
BLOCK 18	Description of Articles
BLOCK 24	Furnish Information on Car/Truckload/Container
BLOCK 27	Mode
BLOCK 32	Reason

## BLOCK 12. APPROPRIATION CODE STRUCTURE

Position	Element Name	Data Length	Data Type	Format Specifications	Description
1-2	Department	2	N	Must contain 2 numbers. Field cannot be blank.	The department or agency responsible for administering the account.
3	(Unused)	1	AN	Space fill.	
4	Fiscal Year	1	AN	Must contain number or alpha character. Field cannot be blank.	Indicates the fiscal year of availability for obligation.
5-8	Basic symbol	4	AN	Must contain 4 numbers.	The last four digits of the appropriation.
9-12	Limitation	4	AN	Leading zeros, if less than 4 characters/numbers.	A breakdown of a receipt, appropriation, or fund account for a specific purpose. In some cases, the limit is a subdivision of funds that restricts the amount or use of funds for a certain object or
13	Program year	1	AN	Zero fill, if blank.	The year for which activity received program approval, regardless of the year of the transaction.
14-15	Operating agency	2	AN	Leading zeros, if less than 2 characters/numbers.	Identifies the agency that was allocated the funds. This agency is responsible for issuing and administering the funds.
16	Reimbursement designator	1	N	If "C," replace with "7;" otherwise replace with "0."	Identifies a reimbursement or collection into deposit funds, general special, trust, and other receipts.
17-20	Allotment serial number	4	N	Leading zeros, if less than 4 numbers.	Identifies multiple fund subdivisions within an appropriation or fund.
21-24	Project	4	N	Skip "P," blanks, and decimals. Trailing zeros if less than 4 numbers.	Shows function, mission, or activity.
25-28	Sub-project	4	AN	Left justify and space fill unused positions.	Breakdown within a project.
29-32	Element of resource	4	N	Left justify and zero fill unused positions.	Identifies the kind of resource and classifies the type of service, goods, or other item being produced according to the nature of usage, rather than the purpose.
33-38	Fiscal station number	6	N	Leading zeros, if less than 6 numbers.	Specifies the installation or station that maintains the funds to be charged or credited.
39-40	Country code	2	AN	Space fill unused positions.	Identifies a geographical area (country, an island, a group of islands, or possessions).
41-45	Fiscal stations APC	6	AN	Left justify and space fill unused positions.	Local code for processing accounting data.

NOTE: Listed above are the segments of the current appropriation, including format structure and the definitions for each segment.

## BLOCK 15. MARKS AND ANNOTATIONS - ACCESSORIAL AND PROTECTIVE SERVICE CODES.



BLOCK 15. MARKS AND ANNOTATIONS - ACCESSORIAL AND PROTECTIVE SERVICE CODES.

Accessorial/Protective Services for Motor Shipments

<u>DOD Code</u>	<u>X12 Code</u>	<u>DOD Definition</u>	<u>Service Units Qualifier</u>
AC	045	Advancing Charges	EA
OD	520	Overdimension Charges	
ST	675	Signature Tally	FR
CB	CHN	Chains and Binders	EA
CS	CIS	Constant Surveillance	
DN	DDN	Dual Driver with National Agency Check	
DD	DDP	Dual Driver	
DP	DEP	Detention With Power Unit	TH
DW	DET	Detention Without Power Unit	TH
DF	DFS	410 Dromedary	
DA	DNA	Dunnage Allowance	
DS	DSR	Regular Dromedary	
EU	EXC	Exclusive Use	
EL	ELS	Extra Lights	NV
EM	EMT	Empty Movement	NV
ER	ERS	Empty Return	NV
SO	EXM	Stop-Off In Transit (Excess Mileage Charge)	
EX	EXP	Expedited Service	
HF	HHB	Handling Freight	LC
PD	HOL	Pickup/Delivery On Sunday/Holiday	TH, DR

<u>DOD Code</u>	<u>X12 Code</u>	<u>DOD Definition</u>	<u>Service Units Qualifier</u>
IM	IMP	Impactographs	EA
EF	MEN	Escort (overnight subsistence)	NG, PR
EF	MES	Escort (standard)	DM, NV, PR
EF	MET	Escort (Telephones)	NV
MS	MNS	Motor Surveillance (12-hour calls)	
MS	MVS	Motor Surveillance (8-hour calls)	
OW	PER	Overweight Permit	EA
PP	PLT	Pallets, Skids, Platforms	
PR	PRL	Prelodging	NV
PS	PSS	Protective Security Service	
PT	PTS	Protective Tarping	NV
PD	PUD	Pickup/Delivery On Normal Business Days	TH, DR
RC	RCC	Reconsignment/Diversion	FR
RD	RCL	Redelivery	
RV	RLS	Relocation of Vehicle	EA
RU	RSS	Restricted Speeds	
RP	RSV	Reservation	CF
PD	SAT	Pickup/Delivery On Saturday	TH, DR
SD	SDS	Special Dromedary	
SE	SEV	Security Escort Service	NV
SM	SNS	DTTS Satellite Motor Surveillance Service	
SO	SOC	Stop-Off	

<u>DOD Code</u>	<u>X12 Code</u>	<u>DOD Definition</u>	<u>Service Units Qualifier</u>
SP	SPU	Split Pickup/Delivery	SP
SR	SRS	Surveying Routes	DM, PR, NV
SG	SRG	Storage	
LU	URC	Loading/Unloading	LC
VF	VFN	Vehicle Furnished, But Not Used	NV
VI	VIS	Vehicles Inoperable	NV
VT	VTS	Vehicles In Truck-Away	NV
WV	WTV	Weight Verification	

Accessorial/Protective Services for Rail and TOFC/COFC Shipments

<u>DOD Code</u>	<u>X12 Code</u>	<u>DOD Definition</u>	<u>Service Units Qualifier</u>
AC	045	Advancing Charges	EA
AA	AAS	Attendants Accompanying	PR
RG	ARG	Rail Armed Guard	
CG	CCP	Carrier Caboose Furnished	NC
CG	CGC	Carrier Guard Cars Furnished	NC
CG	CGR	Government Caboose/Guard Cars Returned	NC
CG	CSP	Government Caboose Furnished	NC
DM	DEM	Demurrage	TD
DV	DTB	Detention of Vehicles	TH, TD
EC	ECS	Empty Cars Ordered But Not Used	NC
50	EXM	Stop-off (Excess Mileage Charge)	
FC	FCS	Furnishing Chassis	
CG	GSP	Government Guard Car Furnished	NC
GS	GSS	Greater Security	
HF	HHB	Handling Freight	LC
PD	HOL	Pickup/Delivery On Sunday/Holiday	TH, DR
HR	HRS	Heater/Refrigeration	NC
PR	PRL	Prelodging	NV
PD	PUD	Pickup/Delivery On Normal Business Days	TH, DR
RC	RCC	Reconsignment/Diversion	
RD	RCL	Redelivery	NV

<u>DOD Code</u>	<u>X12 Code</u>	<u>DOD Definition</u>	<u>Service Units Qualifier</u>
RV	RLS	Relocation of Vehicle	NV
RE	RMC	Return of Empty Containers	
RP	RMP	Return Movement of Pallets	
RS	RMS	Rail Surveillance	DM, NC
PD	SAT	Pickup/Delivery On Saturday	TH, DR
SS	SFT	Special Train Service	
SO	SOC	Stop-Off	
SP	SPU	Split Pick-up/Delivery	SP
SG	SRG	Storage	TD, LC
SV	SVS	Storage of Vehicles	TD
TS	TMS	Tank Surveillance (two tanks per car)	NC
TM	TMV	Tendering of Multiple Vehicles	TH
TPS	Third	Party (X12 Code)	
TS	TSS	Tank Surveillance (one tank per am)	NC
LU	URC	Loading/Unloading	LC
VF	VFN	Vehicle Furnished But Not Used	NV
WV	WTV	Weight Verification	

## Bulk Fuel Shipments

<u>DOD Code</u>	<u>X12 Code</u>	<u>DOD Definition</u>	<u>Service Units Qualifier</u>
AC	045	Advancing Charges	EA
LS	ADL	Advance Loading Charge	TD
CL	CLN	Cleaning	NV
DP	DEP	Detention With Power Unit	TH
DW	DET	Detention Without Power Unit	TH
EH	EDD	Equipment Hose at Destination Charge	
EH	EDO	Equipment Hose at Origin Charge	
SO	EXM	Stop-off In Transit (Excess mileage charge)	
EX	EXP	Expedited Service	
PD	HOL	Pickup/Delivery On Sunday/Holiday	TH, DR
EH	HOS	Equipment Hose (over 36')	FT
EH	HOX	Equipment Hose (special type)	FT
PE	PAJ	Pumping Equipment	GL
PD	PUD	Pickup/Delivery On Normal Business Days	TH, DR
RC	RCC	Reconsignment/Diversion	FR
RD	RCL	Redelivery	
PD	SAT	Pickup/Delivery On Saturday	TH, DR
SO	SOC	Stop-Off	
AL	SPA	Allowances	NV
SP	SPU	Split Pickup/Delivery	SP
SG	SRG	Storage	TD, NV

<u>DOD Code</u>	<u>X12 Code</u>	<u>DOD Definition</u>	<u>Service Units Qualifier</u>
VF	VFN	Vehicle Furnished But Not Used	NV
WD	WDS	Waterfront Delivery Charge	TH

#### Pipeline Shipments

AJ	AIB	Additional Injection/Blending Service Charge	BA
DE	DEL	Delivery Service	BA
FL	FLT	Filtration Service Charge	BA

#### Type of Service Qualifier Definitions

<u>X12 Code</u>	<u>X12 Definition</u>
DM	Miles
CF	Cubic Feet
FR	Flat Rate
NV	Vehicles
FT	Foot
EA	Each
TH	Hours
TD	Days
LC	100 Pounds
DR	Drivers
SP	Stops
LB	Pounds

<u>X12 Code</u>	<u>X12 Definition</u>
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NG	Nights
PR	Persons
BA	Barrels
GL	Gallons
NC	Car
TN	Ton
ST	States

#### Miscellaneous Services

<u>DOD Code</u>	<u>X12 Code</u>	<u>DOD Definition</u>	<u>Service Units Qualifier</u>
	MSG	Miscellaneous Charge	(X12 code)
	TPS	Third Party	(X12 code)



BLOCK 16. PACKAGES (Kind).

<u>DOD</u> <u>Code</u>	<u>X12</u> <u>Code</u>	<u>DOD Definition</u>	<u>L010</u>
BG	BAG	Bag, burlap or cloth	
BE	BAL	Bale	
BL	BBL	Barrel	
BD	BDL	Bundle	
BX	BOX	Box	
BS	BSK	Basket	
CA	CAB	Cabinet	
CN	CAN	Can	
CS	CAS	Case	
CB	CBY	Carboy	
CC	CNA	HHG containers, wood	
CM	CNB	Container, MAC-ISO, LT, WGT, 8x8x20 foot air	
CU	CNC	Container, Navy cargo transporter	
CR	CND	Container, commercial highway lift	
EC	CNE	Engine container	
MW	CNF	Multiwall container secured to warehouse pit	
CO	CNT	Container, other than CC, CM, CU, CW, MW, MX	
X1	CNX	CONEX (government-owned container)	X1-X0

<u>DOD Code</u>	<u>X12 Code</u>	<u>DOD Definition</u>	<u>L010</u>
CL	COL	Coil	
ED	CRD	Engine cradle or dolly	
CW	CRT	Crate	
CT	CTN	Carton	
CY	CYL	Cylinder	
DR	DPM	Drum	
DB	DUF	Duffelbag	
HA	HPR	Hamper	
KE	KEG	Keg	
LS	LSE	Loose, not packed	
YB	MLV	MILVAN	YA, YB, YC, YD, YE, YF, YL
AB	MSV	MSCVAN	AA. AB, AC, AD, AE, AF, AL
MX	MXD	Mixed	
PL	PAL	Pail	
PC	PCS	Piece	
PT	PLT	Palletized unit load other than code MW	
RL	REL	Reel	
RO	ROL	Roll	
SA	SAK	Sack, paper	
SW	SCS	Suitcase	

<u>DOD Code</u>	<u>X12 Code</u>	<u>DOD Definition</u>	<u>L010</u>
SH	SHT	Sheet	
SD	SKD	Skid	
SB	SKE	Skid, box	
SL	SPL	Spool	
ZB	SVN	SEAVAN	ZA, ZB, ZC, ZD, ZE, ZF, ZL
TU	TBE	Tube	
VS	TBN	SEAVAN - TOTE	
FK	TRK	Footlocker (Trunk)	
TK	TRU	Truck	
TB	TUB	Tub	
LIX	UNT	Unitized (use RT for unitized cargo on RORO)	
VE	VEH	Vehicle	
VO	VOC	Vehicle in operating condition	
VC	VPK	Van chassis	
RT	WHE	RORO (roll off roll on)	
WR	WRP	Wrapped	

BLOCK 18. DOD UNIQUE COMMODITY CODES.

<u>DOD Code</u>	<u>DOD Definition</u>
014255	Missiles/Rockets w/o warheads, RV NTE \$5.00 per lb or Missile Guide Control System, Electronic Guidance Control Apparatus; or Missile or Rocket Frame Assemblies containing electronic apparatus or mobile missile or rocket guidance control systems.
06430001	Ammo/Explo/Fireworks, Hazard Class 1.1, RV NTE \$2.50 per lb.
06430002	Ammo/Explo/Fireworks, Hazard Class 1.2, 1.3, RV NTE \$2.50 per lb.
06430003	Ammo/Explo/Fireworks, Hazard Class 1.4, RV NTE \$2.50 per lb.
06430004	Missiles/Rockets, guided w/warhead, RV NTE \$5.00 per lb.
10024001	Crated household goods and unaccompanied baggage, RV NTE 10 cents per lb, DPM shipments.
12082002	Engines, Int. Comb., RV NTE \$5.00 per lb, radial cyl type or jet prop type, mounted on trailers or wheeled-ship containers.
12082003	Engines, Int. Comb., RV NTE \$5.00 per lb. Radial cyl type or jet prop, O/T mounted on trailers or wheeled-ship containers.
12092004	Engines, Steam or Int. Comb., RV NTE \$5.00 per lb, NOIBN, mounted on trailers or wheeled-ship containers.
12082005	Engines, Steam or Int. Comb., RV NTE \$5.00 per lb. NOIBN, O/T mounted on trailers or wheel-ship containers.
145701	Army Tracked Vehicle Group; with or without guns, vehicle weight less than 40,000 lb RV NTE \$2.50 per lb.
14570101	Mortar Carrier, M106
14570102	Mortar Carrier, M106A1
14570103	Mortar Carrier, M106A2
14570104	Personnel Carrier, M113
14570105	Personnel Carrier, M113A1

<u>DOD Code</u>	<u>DOD Definition</u>
14570106	Personnel Carrier, M113A2
14570107	Personnel Carriers, M113A3
14570109	Mortar Carrier, M125A1
14570109	Mortar Carrier, M125A2
14570110	Flame Thrower Carrier, M132
14570111	Flame Thrower Carrier, M132A1
14570112	Anti-Aircraft Gun, M163
14570113	Missile Loader Transporter, M501
14570114	Cargo Carrier, M548
14570115	Cargo Carrier, M548A1
14570116	Reconnaissance Vehicle, M551
14570117	Reconnaissance Vehicle, M551A1
14570118	Command Post Carrier, M577
14570119	Command Post Carrier, M577A1
14570120	Combat Engineering Vehicle, M577A2
14570121	Recovery Vehicle, M806
14570122	Improved Tow Carrier, M901
14570123	Improved Tow Carrier, M901A1
145702	Army Tracked Vehicle Group: with or w/o guns, vehicle weight 40,000 to 59,999 lbs, RV NTE \$2.50 per lb per vehicle.
14570201	Bradley Tank, M2
14570202	Bradley Tank, M2A2

<u>DOD Code</u>	<u>DOD Definition</u>
14570203	Bradley Tank, M3
14570204	Howitzer, M109
14570205	Howitzer, M109A1
14570206	Howitzer, M109A2
14570207	Howitzer, M109A3
14570208	Howitzer, M110
14570209	Recovery Vehicle, M578
14570210	Ammunition Carrier, M992
14570211	Multiple Rocket Launcher, MLRS
145703	Army Tracked Vehicle Group: with or w/o guns, vehicle weight 60,000 lbs or more, RV NTE \$2.50 per lb per vehicle.
14570301	Combat Tank, M1
14570302	Combat Tank, M1A1
14570303	Bradley Tank, M3A2
14570304	Combat Tank, M48A1
14370305	Combat Tank, M48A2
14570306	Bridge Launcher Tank, M48A
14570307	Combat Tank, M48A3
14570308	Combat Tank, M48A5
14570309	Bridge Launcher Tank, M48A5
14570310	Combat Tank, M48C
14570311	Bridge Launcher Tank, M48C

<u>DOD Code</u>	<u>DOD Definition</u>
14570312	Combat Tank, M60A1
14570313	Combat Tank, M60A2
14570314	Combat Tank, M60A3
14570315	Bridge Launcher Tank, M60C
14570316	Recovery Vehicle, M88
14570317	Recovery Vehicle, M88A1
14570318	Howitzer, M110A1
14370319	Howitzer, M110A2
14570320	Combat Engineering Vehicle, M728
999910	Second Provision Commodities, as defined in Item 510 MFTRP No. 1A, Rules and Accessorial Services Governing the Movement of Department of Defense Freight Traffic by Motor Carrier, RV NTE \$2.50 per lb.
999911	Freight, All Kinds, including HAZMAT but excluding (1) Personal Property Shipments, included, (2) Hazmat Class 1.1, 1.2, 1.3, Ammo, Explo, Fireworks, (3) Hazmat Class 1.4 Ammo, Explo requiring DOD TPS, etc., RV NTE \$20.00 per lb (RFCC –Regional Freight Consolidation Ctr GT only)
999912	FAK. RV NTE \$1.75 per lb
99991201	FAK. RV NTE \$1.75 per lb, including crated household goods and unaccompanied baggage. DPM Shipments.
999913	FAK, RV NTE \$2.50 per lb.
99991301	FAK. RV NTE \$2.50 per lb, including DPM Shipments of crated household goods and accompanied baggage.
999914	FAK, RV NTE \$9.50 per lb, including unaccompanied baggage or personal effects shipments, but excluding Hazmat Class 1.1, 1.2, 1.3, 1.4, Ammo, Explo, Fireworks (AIR SHIPMENTS ONLY).
99991501	Gasoline/Gasohol, Automotive

<u>DOD Code</u>	<u>DOD Definition</u>
99991502	Gasoline, Aviation
99991503	Kerosene
99991504	Turbine Fuel, Aviation, O/T JP-4, 5, 7, 8, 10, or JPS
99991505	Diesel Fuel
99991506	Fuel Oil, Burner
99991507	Lubricating Oil
99991508	Turbine Fuel, Aviation JP-4; NMFC155250S DOT Classed Flammable LIQ UN 1863.
99991509	JP5 Aviation Fuel, Turbine, Kerosene-Based, Flash Point 150 degrees Fahrenheit. U.S. DOT Classed Combustible LIQ, UN 1863.
99991510	JP-7 Aviation Fuel Turbine, HYDRO-TREATED Light Distillate, Petroleum, Flash Point 140 degrees Fahrenheit.
99991511	JP-8 Aviation Fuel, Turbine
99991512	JP-10 Aviation Fuel, Turbine
99991513	JPTS Aviation Fuel
999920	Third Proviso Comm, as defined in Item 510, MFTRP No. 1A, RV NTE \$2.50 per lb.
999921	Freight, All Kinds, except Hazmat Class 1.1, 1.2, 1.3, 1.4, Ammo, Explo, Fireworks, or Chemical Munitions, but including other HAZMAT, non-Sensitive Hazmat. Full Common-Carrier Liability. (GT only)
999925	Perishable Subsistence Requiring Temperature Control Subject to Full Common Carrier Liability.
999926	Third Proviso Commodities, as defined in Item 510, MFTRP No. 1A, Full Common-Carrier Liability. (Base Closure only).
999927	Freight, All kinds, except Hazmat Class 1.1, 1.2, 1.3, 1.4. including certain Hazmat. RV NTE \$9.07 per lb per piece, or \$2.50 per piece, whichever is greater, not exceeding actual value. (Air GT Shipment only)



<u>DOD Code</u>	<u>DOD Definition</u>
999928	Heat Exchangers, NOI, RV NTE \$.40 per lb.(Special Req. Shipment DOE/Navy only)
999954	Special Detention.
U05901	Ammo, Explo, or Fireworks, Hazard Class 1.1, RV NTE \$2.50 per lb.
U05902	Ammo, Explo, or Fireworks, Hazard Class 1.2, 1.3, RV NTE \$2.50 per lb.
U05903	Ammo, Explo, or Fireworks, Hazard Class 1.4, RV NTE \$2.50 per lb.
U05904	Missiles/Rockets, Guided w/warheads, RV NTE \$5.00 per lb.
U61370	Engines, Int. Comb. Radial Cylinder Type or Jet Propulsion-Type mounted on trailers or wheeled-shipping containers, RV NTE \$5.00 per lb.
U61371	Engine, Int. Comb. Radial Cylinder Type or Jet Propulsion Type, other than mounted on trailers or wheeled-shipping containers, RV NTE \$5.00 per lb.
U61409	Engines, Steam or Int. Comb. NOIBN, mounted on trailers or wheeled-shipping containers, RV NTE \$5.00 per lb.
U61410	Engines, Steam, or Int. Comb. NOIBN other than mounted on trailer or wheeled-shipping containers, RV NTE \$5.00 per lb.
U69093	Missiles/Rockets w/o Warhead: RV NTE \$5.00 per lbs, or Missile UID Control Sys. Electronic Guidance Control Apparatus, or Missile or Rocket Frame assemblies containing Electronic Apparatus or Mobile Missile or Rocket Guidance Control Systems.
U72777	Army Tracked Vehicles Group: with or w/o guns, vehicle weight less than 40,000 lbs, RV NTE \$2.50 per lb per vehicle.
U7277701	Mortar Carrier, M106
U7277702	Mortar Carrier, M106A1
U7277703	Mortar Carrier, M106A2
U7277704	Personnel Carrier, M113
U7277705	Personnel Carrier, M113A1
U7277706	Personnel Carrier, M113A2

<u>DOD Code</u>	<u>DOD Definition</u>
U7277707	Personnel Carrier, M113A3
U7277708	Mortar Carrier, M125A1
U7277709	Mortar Carrier, M125A2
U7277710	Flame Thrower Carrier, M132
U7277711	Flame Thrower Carrier, M132A1
U7277712	Anti-Aircraft Gun, M163
U7277713	Missile Loader Transporter, M501
U7277714	Cargo Carrier, M548
U7277715	Cargo Carrier, M548A1
U7277716	Reconnaissance Vehicle, M551
U7277717	Reconnaissance Vehicle, M551A1
U7277718	Command Post Carrier, M577
U7277719	Command Post Carrier, M577A1
U7277720	Combat Engineering Vehicle, M577A2
U7277721	Recovery Vehicle, M806
U7277722	Improved Tow Carrier, M901
U7277723	Improved Tow Carrier, M901A1
U72778	Army Tracked Vehicles Group: with or w/o Guns, vehicle weight 40,000 to 59,999 lbs, RV NTE \$2.50 per lb.
U7277901	Bradley Tank, M2
U7277802	Bradley Tank, M2A2
U7277103	Bradley Tanks, M3

<u>DOD Code</u>	<u>DOD Definition</u>
U7277804	Howitzer, M109
U7277805	Howitzer, M109A1
U7277906	Howitzer, M109A2
U7277807	Howitzer, M109A3
U7277808	Howitzer, M110
U7277809	Recovery Vehicle, M578
U7277810	Ammunition Carrier, M992
U7277811	Multiple Rocket Launcher, MLRS
U72779	Army Tracked Vehicle Group: with or w/o guns, vehicle weight 60,000 lbs or more, RV NTE \$2.50 per lb.
U7277901	Combat Tank, M1
U7277902	Combat Tank, M1A1
U7277903	Bradley Tank, M3A2
U7277904	Combat Tank, M48A1
U7277903	Combat Tank, M48A2
U7277906	Bridge Launcher Tank, M48A
U7277907	Combat Tank M48A3
U7277901	Combat Tank, M48A5
U7277909	Bridge Launcher Tank, M48A5
U7277910	Combat Tank, M48C
U7277911	Bridge Launcher Tank, M49C
U7277912	Combat Tank, M60A1

<u>DOD Code</u>	<u>DOD Definition</u>
U7277913	Combat Tank, M60A2
U7277914	Combat Tank, M60A3
U7277913	Bridge Launcher Tank, M60C
U7277916	Recovery Vehicle, M88
U7277917	Recovery Vehicle, M88A1
U7277918	Howitzer, M110A1
U7277919	Howitzer, M110A2
U7277920	Combat Engineering Vehicle, M728
U99912	Freight, All Kinds, RV NTE \$1.75 per lb.
U9991201	Freight, All Kinds, RV NTE \$1.75 per lb, including DPM shipments of crated household goods and unaccompanied baggage.
U99913	Freight, All Kinds, RV NTE \$2.50 per lb.
U9991301	Freight, All Kinds, RV NTE \$2.50 per lb, including DPM shipments of crated household goods and unaccompanied baggage.
U9991501	Gasoline/Gasohol, Automotive
U9991502	Gasoline, Aviation
U9991503	Kerosene
U9991504	Turbine Fuel, Aviation
U9991505	Diesel Fuel
U9991506	Fuel Oil, Burner
U9991507	Lubricating Oil
U9991508	JP-4 Aviation Fuel Turbine, NAPTHA-Based, flash point less than 0 degrees Fahrenheit. U.S. DOT Classed Flammable LIQ UN 1863

<u>DOD Code</u>	<u>DOD Definition</u>
U9991509	JP-5 Aviation Fuel, Turbine, Flash Point 150 degrees Fahrenheit. U.S. DOT Classed Combustible LIQ UN 1863
U9991510	JP-7 Aviation Fuel
U9991511	JP-8 Aviation Fuel
U9991512	JP-10 Aviation Fuel
U9991513	JPTS Aviation Fuel
U99921	Freight, All Kinds, Except Classes A, B, & C Ammo, Explo, Fireworks, or Chemical Munitions, but including other HAZMAT and Non-Sensitive Class C Commodities subject to full common-carrier liability.
U99925	Perishable subsistence requiring temperature control, subject to full common-carrier liability.
U99928	Heat exchangers, NOI, RV NTE \$.40 per lb. (Special Neg DOE/Navy shipments only)
U99955	Special Demurrage.

BLOCK 24. TYPE OF EQUIPMENT.

Motor and TOFC (Dimensions are outside dimensions).

<u>DOD/ASC Code</u>	<u>DOD Definition</u>
A5	Tractor, air ride.
A6	Tractor, other than air ride.
A7	Flat bed, 30 ft and less, hooked in tandem as one unit.
A8	Van, air ride, w/temperature and human control.
A9	Van, closed, padded, w/air ride suspension, 2nd & 3rd Proviso only.
A10	410 Dromedary, 102"L x 75 1/2"H x 92"W, 410 cubic feet.

<u>DOD Code</u>	<u>DOD Definition</u>
A11	Van, air ride, 45 ft or 48 ft, padded, equipped with electric hydraulic powered crane loading/unloading system or hydraulic powered.
A20	Motor vehicle transport trailer.
A30	Removable gooseneck.
A40	Flat bed trailer, hot shot, 40 ft and over.
A50	Van, closed, padded/logistics type, freight only, w/air ride suspension, 40 ft and over.
AA1	Van, closed air ride, 30 ft and less.
AA2	Van, closed air ride, 31-40 ft.
AA3	Van, closed air ride, over 40 ft.
AB0	Lowboy, level deck, 10 axles and over.
AB2	Lowboy, level deck, 2 axles.
AB3	Lowboy, level deck, 3 axles.
AB4	Lowboy, level deck, 4 axles.
AB5	Lowboy, level deck, 5 axles.
AB6	Lowboy, double drop, air ride, w/outriggers, 3 axles.
AB7	Lowboy, level deck, 7 axles.
AB9	Lowboy, level deck, 9 axles.
AC2	Expandable low bed trailer, 2 axles.
AC3	Expandable low bed trailer, 3 axles.
AC4	Expandable low bed trailer, 4 axles.
AD1	Dromedary, 82"L x 53 1/2"H x 52"W, 132 cubic feet. CFM will only accept AD for Dromedary movements.

<u>DOD Code</u>	<u>DOD Definition</u>
AD2	Dromedary, 89"L x 60"H x 60"W, 155 cubic feet. CFM will only accept AD for Dromedary movements.
AD3	Dromedary, 96"L x 66"H x 55"W, 180 cubic feet. CFM will only accept AD for Dromedary movements.
AD4	Dromedary, 90"L x 70"H x 57 1/2"W, 200 cubic feet. CFM will only accept AD for Dromedary movements.
AEO	Lowboy, double drop, 10 axles and over.
AE2	Lowboy, double drop, 2 axles.
AE3	Lowboy, double drop, 3 axles.
AE4	Lowboy, double drop, 4 axles.
AE5	Lowboy, double drop, 5 axles.
AE6	Lowboy, double drop, w/outriggers, 3 axles.
AE7	Lowboy, double drop, 7 axles.
AE9	Lowboy, double drop, 9 axles.
AF1	Flat bed, 30 ft and less.
AF2	Flat bed, 31-40 ft.
AF3	Flat bed, over 40 ft.
AG1	Van, open, 30 ft and less.
AG2	Van, open, 31-40 ft.
AG3	Van, open, over 40 ft.
AH2	Drop frame trailer, drop/step deck, 2 axles.
AH3	Drop frame trailer, drop/step deck, 3 axles.
AI2	Drop frame trailer, drop/step deck, air ride, 2 axles.

<u>DOD Code</u>	<u>DOD Definition</u>
AI3	Drop frame trailer, drop/step deck, air ride, 3 axles.
AJ0	Lowboy, level deck, air ride, 10 axles and over.
AJ2	Lowboy, level deck, air ride, 2 axles.
AJ3	Lowboy, level deck, air ride, 3 axles.
AJ4	Lowboy, level deck, air ride, 4 axles.
AJ5	Lowboy, level deck, air ride, 5 axles.
AJ6	Lowboy, level deck, air ride, w/outriggers, 3 axles.
AJ7	Lowboy, level deck, air ride, 7 axles.
AJ9	Lowboy, level deck, air ride, 9 axles.
AK	Van, refrigerated, perishable food.
AL2	Extendible flat bed trailer, 2 axles.
AL3	Extendible flat bed trailer, 3 axles.
AL4	Extendible flat bed trailer, 4 axles.
AM0	Lowboy, double drop, air ride, 10 axles and over.
AM2	Lowboy, double drop, air ride, 2 axles.
AM3	Lowboy, double drop, air ride, 3 axles.
AM4	Lowboy, double drop, air ride, 4 axles.
AM5	Lowboy, double drop, air ride, 5 axles.
AM6	Lowboy, double drop, air ride, w/outriggers, 3 axles.
AM7	Lowboy, double drop, air ride, 7 axles.
AM9	Lowboy, double drop, air ride, 9 axles.
AN	Adjustable tilt bed trailer.



<u>DOD Code</u>	<u>DOD Definition</u>
AO	Drive-away/truck-away.
AO1	Straight truck, enclosed van, 12 ft, 5,000 lb, maximum cargo capacity.
AO2	Straight truck, enclosed van, air ride, 20 ft. 13,000 lb, maximum cargo capacity.
AO3	Straight truck, enclosed van, air ride, 12 ft, 5,000 lb, maximum cargo capacity.
AO4	Straight truck, enclosed van, air ride, 20 ft. 13,000 lb, maximum cargo capacity.
AO5	Straight truck, enclosed van, 20 ft, 13,000 lb, maximum cargo capacity, added/logistics type, w/air ride suspension.
AO6	Pickup truck, with cap, 18 ft. long, 500 lbs maximum cargo capacity.
AO7	Econo van, 17 ft long, 2,000 lbs maximum cargo capacity.
AO8	Dump trailer, 28 ft long, 2 axle, hydraulic powered lift.
AP	Aft steering unit.
AR	Van, refrigerated, other.
AS	Livestock transporter.
AT1	Tank, 5001-8000 gallons.
AT2	Tank, over 8000 gallons.
AU	Container, shipper-owned, environmental, temperature and humidity controlled.

<u>DOD Code</u>	<u>DOD Definition</u>
AV1	Van, closed, 30 ft and less.
AV2	Van, closed, 31-40 ft.
AV3	Van, closed, over 40 ft.
AV4	Van, closed, Roller bed, 40 ft. fixed rollers.
AV5	Van, closed, Roller bed, 40 ft. retractable rollers.
AV6	Van, closed, Roller bed, 45 ft. and over, fixed rollers.
AV7	Van, closed, Roller bed. 45 ft. and over, retractable rollers.
AV8	Van, closed, 45 to 48 ft, 12' 4" high.
AW	Special Dromedary (See item 326, MFTRP No. 1A).
AX	Flat bed, all lengths (twist lock).
AY1	Van, closed, 30 ft and less, double type single unit.
AY2	Van, closed, 30 ft and less, hooked in tandem as one unit.
AZ1	Flat bed, air ride, 30 ft and less.
AZ2	Flat bed, air ride, 31-40 ft.
AZ3	Flat bed, air ride, over 40 ft.

Rail

DOD  
Code

DOD Definition

KA	Box, automobile.
KB1	Flat, bi-level, not enclosed.
KB2	Flat, bi-level, enclosed.
KC	Box, nuclear waste, DODX w/racks permanently affixed.
KD	Gondola, drop ends.
KE	Box, end door.
KFI	Flat, any other type, not over 70'.
KF2	Flat, any other type, over 70' but not over 90'.
KG1	Gondola, any other type, 52' hi capacity.
KG2	Gondola, any other type, 65' hi capacity.
KH1	Hopper, open-top, 80 tons and less.
KH2	Hopper, open-top, 100 tons, 2000 cubic feet.
KH3	Hopper, closed-top, 70 tons, 2000 cubic feet.
KH4	Hopper, closed top, 100 tons, 2929 cubic feet.
KH5	Hopper, closed-top, 100 tons, 4000 cubic feet.
KH6	Hopper, closed-top, 100 tons, 4600 cubic feet.
KK1	Refrigerator, perishable foods, not over 53' mechanical.
KK2	Refrigerator, perishable foods, over 53', but not over 61' mechanical.

<u>DOD Code</u>	<u>DOD Definition</u>
KL1	Flat, tri-level, not enclosed.
KL2	Flat, tri-level, enclosed.
KO1	Box, any other type, not over 52' 6".
KO2	Box, any other type, over 52' 6", but not over 60' 9".
KO3	Box, any other type, over 60' 9".
KP	Box, damage prevention type.
KR1	Refrigerator, any other type, not over 53' mechanical.
KR2	Refrigerator, any other type, over 53', but not over 63' mechanical.
KS	Stock.
KT1	Tank, 10,000 gallons.
KT2	Tank, 20,000 gallons.
KT3	Tank, 30,000 gallons.
KU	Caboose, DODX armed guard.
KW1	TOFC car.
KW2	COFC car.
KX	Box, missile, DODX w/refrigeration.
KY	Flat, heavy duty.

DOD  
Code

DOD Definition

KZ1 Flat, DODX, not over 60'.

KZ2 Flat, DODX, over 60'.

Containers

DOD/ASC  
Code

DOD Definition

QA1 Non-MILVAN, 20 feet and less.

QA2 Non-MILVAN, 24 feet.

QA3 Non-MILVAN, 27 feet.

QA4 Non-MILVAN, 35 feet.

QA5 Non-MILVAN, 40 feet.

QA6 Non-MILVAN, 45 feet and over.

QM MILVAN

Water

DOD/ASC  
Code

DOD Definition

WA Stearn ship.

WE Covered Barge.

WG Cylinder Tank Barge.

WI Flush Deck Oil Barge.

WK Liquid Covered Barge.

WM Open Barge.

WP Special Auto Barge.

BLOCK 27. MODE.

<u>DOD Code</u>	<u>X12 Code</u>	<u>DOD Definition</u>
K	AF	Air F reight.
M	AH	Air T axi.
A	BU	Bus.
S	DA	Drive-Away.
U	DW	Drive-Away/Towage Service.
L	FA	Air Freight Forwarder.
B	J	Motor.
D	PL	Pipeline.
E	R	Rail.
F	RA	Rail TOFC/COFC Door-to-Door.
G	RB	Rail TOFC/COFC Plan 3.
H	RC	Rail TOFC/COFC Plan 4.
Q	SB	Shipper Agent.
P	SD	Shipper Association.
N	SF	Surface Freight Forwarder
T	TA	Tow-Away.
R	U	Private Parcel Service.
O	W	Inland Water Way.
V	WP	Water/Pipeline Intermodal Movements.

BLOCK 32. REASON CODE.

DOD  
Code

DOD Definition

01	Traffic distribution.
02	Excusable refusal.
03	Disability cost at origin offsets lower rail cost.
04	Disability cost at destination offsets lower rail cost.
05	Origin and destination disability costs offset rail costs.
06	Shipping/receiving facility unable to accommodate rail service.
07	Shipping/receiving facility unable to accommodate motor service.
08	Lower cost rail service unavailable due to strike.
09	Lower cost motor service unavailable due to strike.
10	Contract requires specific requested mode.
11	FOB contractor plant not on a private siding.
12	Low cost carrier not used to prevent double handling.
13	Low cost carrier not used in order to use carrier on site.

<u>DOD Code</u>	<u>DOD Definition</u>
14	Disability cost at origin offsets lower air taxi cost.
15	Disability cost at destination offsets lower air taxi cost.
16	Low cost carrier unable to meet service requirements.
17	Low cost carrier in non-use status.
18	Low cost carrier unable to meet DDD/RDD.
19	Failure to use low cost routing plan.
A	Failure to pick up at origin as scheduled.
AA	Carrier qualification noncompliance.
AB	Drug/alcohol/firearm.
B	Improper or inadequate equipment.
C	Shipment refusal.
D	Didn't pick up shipment, inadequate equipment, shipment refusal.
E	Failure to provide protective service.
F	Failure to provide signature and tally record.
G	Time-in-transit.
H	Mishandling freight.
I	Loss or damage.
J	Improper routing.
K	Use of bad language, offensive conduct.
L	Equipment, facility, personnel failure to meet government safety standards.
M	Nonpayment of just debts; delay, seizure, or detention of government shipment.
N	Expired carrier exemption, permits, or authorization (F/S/L).



<u>DOD Code</u>	<u>DOD Definition</u>
O	Failure to meet required insurance coverage and/or provide required administrative documents.
P	Failure to settle claims promptly.
Q	Insufficient financial responsibility.
R	Violations of federal statutes and executive orders.
S	Failure to comply with DOT, ICC, FAA, DOD regulations (F/S).
T	An indictment/conviction for commission of a criminal offense.
U	Indictment/conviction under Organized Crime Act, 1970.
V	Inclusion of Comptroller General, Part 5, Sect 56B dol.
W	A finding by Director, Office of Federal Contracts.
X	Bankruptcy.
Y	Ceased operations or out of business.
Z	No longer interested in DOD traffic.

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